

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

N. LAZARUS.
Hong Kong's Only European
Optician.
Established Over Forty Years.
Manager: RALPH A. COOPER
Registered Optometrist (Canada)

No. 21,347 號七十四百零千壹萬式第 日泰初月拾年寅丙

HONG KONG, TUESDAY, DECEMBER 7th, 1926. 式拜禮 號七十月式拾年五十五國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	Noon	E.	O.	E.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.30	4.35	5.50	7.21
Yauwatt ...Dep.	6.50	8.15	8.40	9.25	10.40	12.10	1.25	2.40	4.45	6.00	7.31
Shatin ...Dep.	7.00	8.25	8.50	9.35	10.50	12.20	1.35	2.50	4.55	6.10	7.41
Taipei ...Dep.	7.10	8.35	9.00	9.45	11.00	12.30	1.45	3.00	5.05	6.20	7.51
TaipeiMarketDep.	7.20	8.45	9.10	9.55	11.10	12.40	1.55	3.10	5.15	6.30	8.01
Fanning ...Dep.	7.30	8.55	9.20	10.05	11.20	12.50	2.05	3.20	5.25	6.40	8.11
Shuanghui ...Dep.	7.40	9.05	9.30	10.15	11.30	13.00	2.15	3.30	5.35	6.50	8.21
Shamshui ...Dep.	7.50	9.15	9.40	10.25	11.40	13.10	2.25	3.40	5.45	7.00	8.31
Canton ...Arr.	12.30	1.55	2.20	3.05	4.20	5.30	6.45	8.00	9.15	10.30	11.45

SHA TAU KOK BRANCH.

	A.M.	A.M.	O.	A.M.	A.M.	Noon	E.	O.	E.	P.M.	P.M.
Fanning ...Dep.	7.10	8.35	9.00	9.45	11.00	12.30	1.45	3.00	5.05	6.20	7.51
Shatin ...Dep.	7.20	8.45	9.10	9.55	11.10	12.40	1.55	3.10	5.15	6.30	8.01
Taipei ...Dep.	7.30	8.55	9.20	10.05	11.20	12.50	2.05	3.20	5.25	6.40	8.11
TaipeiMarketDep.	7.40	9.05	9.30	10.15	11.30	13.00	2.15	3.30	5.35	6.50	8.21
Fanning ...Dep.	7.50	9.15	9.40	10.25	11.40	13.10	2.25	3.40	5.45	7.00	8.31
Shuanghui ...Dep.	8.00	9.25	9.50	10.35	11.50	13.20	2.35	3.50	5.55	7.10	8.41
Shamshui ...Dep.	8.10	9.35	10.00	10.45	12.00	13.30	2.45	3.60	6.05	7.20	8.51
Canton ...Arr.	12.30	1.55	2.20	3.05	4.20	5.30	6.45	8.00	9.15	10.30	11.45

Further information may be obtained at the RAILWAY OFFICE, KOWLOON, or from Messrs. T. S. COOK & SON, Ltd., HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

H. P. WINSLOW, Manager.

HONG KONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.
Sailings from Hong Kong: Daily, at 8 A.M.
Sailings from Canton: Daily, at 8 A.M. (Sunday, No Sailing)

ADDITIONAL SAILINGS.
TUESDAY, 7th, THURSDAY, 9th, SATURDAY, 11th.
S.S. "TAISHAN" will leave for Canton on TUESDAY, 7th, at 2 A.M., and from Canton at 3 P.M. Same Day.

MACAO LINE.
FROM HONG KONG: 8 A.M. and 2 P.M. daily. (Sunday: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 4 P.M. only).

SUNDAY EXCURSION.
On SUNDAY, 12th INSTANT, S.S. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 4 P.M. [13]

THE STANDARD LIFE ASSURANCE CO.

£1,000 on attaining the age of Fifty-five.
Premiums moderate. Conditions liberal.

Particulars from—

DODWELL & CO., LTD.

AGENTS.

2, QUEEN'S BUILDING.

CAMMELL LAIRD & Co., Ltd.

Controlling THE LEEDS "SCOT" CO., NEWLY WHEEL CO., Etc.
Birkenhead, Sheffield, Nottingham, Birmingham, Leeds, Penistone and London.

RAILWAY PASSENGER COACHES

FREIGHT & COAL CARS
STEAM DRIVEN RAIL COACHES
"NEWLY" BUILT ROLLED STEEL RAILWAY WHEELS.
13, PEKING ROAD, SHANGHAI.

FOR SALE.

ASIATIC AND FOREIGN
POSTAGE STAMPS
In Bags, Pockets, Sets, and Singles.
PICTORIAL POSTCARDS
WITH CHINESE CAPTIONS, VIEWS OF
HONG KONG, CANTON, MACAO, Etc.,
AND
ALBUMS OF HONG KONG SCENES

GRACA & CO.,
DIAMERS IN PHOTODUPLICATION, ARTISTIC
POSTCARDS, TOYS, PHOTO BOOKS, Etc.

No. 10, WYNDHAM STREET, HONG KONG.
P. O. Box 1620.

The Only Hotel in CANTON,
Directly under European
Management.

THE VICTORIA HOTEL
SEALBORN

Guides
and Tips
arranged for
and Special Cars
Taken by TOURISTS
Cable Address: "VICTORIA."

WHAT IS SUN CHUAN FANG'S POSITION?

NATIONALISTS AND RUSSIAN INFLUENCE.

NORTHERN VIEWS OF CANTON'S CHANCES.

The visit of Sun Chuan Fang to Tientsin and his appeal for Northern help against the Reds has opened up a field of speculation for both foreigners and Chinese, says Mr. Rodney Gilbert with a from Peking on November 25th to the N.C. Daily News. Wu Pei Fu's collapse is explainable. North of the Yangtze he had poor material, badly organized, badly paid and led by men who have all turned their coats, more than once. South of the Yangtze he used southerners against southerners, men among whom the propagandist had an easy time of it, also poorly organized, equipped, paid and led. Sun Chuan Fang's defeat is not so easily accounted for as yet. He had a larger army of well trained, well paid, well equipped men than the Cantonese and several willing and competent generals. His communications were far better and easier than the Cantonese lines and his men of a better fighting stock. He was betrayed, of course, but not by the leaders of the units that he relied upon. The Hsia Chiao (Hanchow revolt) episode was soon ended and the loss of Fang Pen Jen, Teng Ju Cho and their ilk should not have turned near-victory into such a complete disintegration. Foreign expert observers have been saying for some time that while the Fengtien and Shantung equipment might be more lavish, Sun Chuan Fang had the better organized and "snappier" army. If this could happen to Sun Chuan Fang, with his splendid organization and at least 60,000 seasoned northern fightingmen, what is going to happen to Chang Chung Chang's Shantung armies? The tendency of guesswork among foreigners here, it must be confessed, is rather pessimistic. Seasoned and level-headed observers are freely prophesying that the Cantonese, or the Kuomintang, or both, will be in Peking in the spring and in almost undisputed possession of the 13 Provinces. Many are so fully convinced of this that they are consoling themselves as though it were already fact. They say:

Making The Best Of It.

"Well, I don't see how it can be any worse for foreign diplomacy, foreign interests or the security of foreign residents in the North if the Reds get complete control. They are all devoted to the one idea of getting rid of the foreigner or humiliating him, no matter what it costs China. United control might at least mean an end to war and its burdens upon trade; and then united control would mean centralized responsibility—a single head to deal with and crack if need be. Further than this, these various radical groups when they feel that they have conquered China their first serious concern will be to get rid of the Russians. They will not in the age-old Chinese way, implore foreigners to come to the rescue against all kind of baits before us—general of the treaties, fuller revenue control to cover old debts, foreign railway control, anything. For one thing, if they mean to put the country in order, they will want money, railway supplies and all manner of things which present tactics are forcing further and further from China's horizon. To get credit they must do two things at least—acknowledge their debts, making provision for their payment, and foster foreign trade. If they wreck the Customs and the Salt they can do neither.

The Darker View.

This is making the best of a bad job in prospect. There are many who take a much darker view, thinking that before the sobering process sets in, victory will have inflamed the nationalists and inspired them to perpetrate excesses that will bring sobriety upon them in a very different form. Another high foreign authority thinks that we are on the verge of such an "accident" and that the explosion may come at any time, next month, tomorrow or even this evening. The writer has given up guessing and therefore submits these ideas as samples of speculation in the high places, of which the reader may make what he likes.

GREAT BRITAIN'S TRAFFIC DOUBLED.

The Ministry of Transport have issued a Report on the Traffic Census recorded on Class I roads in Great Britain during August, 1925, which shows striking changes in volume and character of road traffic since a previous census was recorded in 1922.

The highest tonnage recorded at any point during a 12-hour period was 31,329 on the London-Bath road, opposite the General Post Office at Chiswick, W. On the Great North Road the average daily weight of traffic increased from 1,558 tons in 1922 to 2,579 tons in 1925. The highest average daily weight was on the London-Shoeburyness road near the iron bridge over the River Lea—45,486 tons—but this was recorded over a 24-hour period.

CHINA MERCHANTS' SUSPENSION.

ACTION POSTPONED FOR A WEEK.

POSITION TO BE FURTHER CONSIDERED.

Owing to the general protest against the threat of the China Merchants' Steam Navigation Company, Ltd., to suspend its services along the China Coast and the Yangtze River, members of the Board of Directors held a meeting on Sunday evening to discuss the situation, says the North China Daily News of last Tuesday. A resolution was passed to the effect that such suspension should be postponed for a week and that meanwhile, service should be continued.

Should the suspension actually take place, it is estimated that nearly 3,000 men will be affected on the different vessels belonging to the company, these including the foreign officers and engineers (of whom there are about 180), seamen and comrades' employees, and about 6,000 men ashore. Although the company owns 31 steamers, only 13 are so far involved, seven of these being on the Hankow run, two (the Kwanglee and the Hainan) on the Canton service, and two (the Hsichang and the Faho) which run to Swatow. The services to Ningpo, Wenchow, Tientsin and Chiao are running as usual, and the route to Fuzhou is still normal, but it is feared that the vessels on this latter section will be seized by the military.

Marshal Sun Chuan Fang recently seized all the vessels on the Yangtze service, and declined to return them. He pleaded that he has still to use them for the transportation of his troops.

Business Down Considerably.

Our informant could not give an estimate of the actual losses, which had resulted from the seizure of the vessels by Marshal Sun, but business had dropped considerably, he said.

Asked whether the officers and crew were disappointed, our informant said that they were perfectly contented. They all co-operated with the Board of Directors and all supported them heartily. The company had not received any joint official petition from the ships' foreign officers, but one had been addressed to Marshal Sun through the company, in which the writers demanded full protection from the depredations of the troops. This was handed to the Marshal who had not replied.

Questioned as to the proposed suspension of the service, our informant stated that it should have been suspended on November 25th and the officers were to have been closed but, owing to objections to this course on the part of the general public, an urgent meeting of the Board of Directors was held on Sunday when it was decided to postpone action for a week. A meeting will be held on December 5th to consider the matter, but it was the hope of all present that, no matter who ruled China, the properties of the company would be properly protected. If this could not be done and present conditions prevailed it was better to suspend business rather than suffer further losses.

SUN'S SILVER TO BENEFIT CANTON.

\$100,000 TAKES A WRONG TURN.

The \$100,000, in silver coin, which was shipped from Wuhu to Kinkiang on the steamer Shengking, and overcarried to Hankow last week, has finally reached the hands of the Cantonese forces in Hankow, according to reports from that city, says the Shanghai Times.

The silver was packed in 20 cases, and on its arrival in Hankow was delivered to the Customs House, where application was made for it by the Nationalist headquarters on the ground that it was shipped to Marshal Sun Chuan Fang at Kinkiang, and was therefore liable to confiscation as enemy property.

The steamer carrying the silver arrived in Kinkiang just as the war there was in progress, and could not land the coin. According to the Nationalist headquarters at Hankow, the Customs officials co-operated with them in this matter, and no difficulty was experienced by them in obtaining the 20 cases of silver following their application for it.

SMALL-POX EPIDEMIC IN DURHAM.

Small-pox spread in quite an alarming manner during the early part of last month in County Durham. There were 333 cases in the urban district of Brandon, 200 of them having been contracted since October 13th. In the first week of November 28 cases were reported in the district. Twelve cases were reported in one day from Cassop and Brancebottom, and at Waterhouses more than 40 school-children were suffering from the disease. There was difficulty in finding hospital accommodation for all the cases in the Brandon area.

THE WEEK'S DIARY.

To-day.
H.K. Hotel tea dance, 4.30 p.m.
Lecture: Free lecture on Christian Science at Old Chamber of Commerce Room, City Hall, by Mr. John Randall Dunn, C.S.B., of Boston, Massachusetts, U.S.A., 5.45 p.m.
H.M.S. Carlie dance, R.E. Theatre, Wellington Barracks, 8.30 p.m. Metro-Gnomes Dance Band.
Concert: H.E. Male Voice Choir at Union Church Lecture Hall, 9 p.m.
Queen's Theatre: "Lovers in Quarantine."
World Theatre: "Sally of the Sawdust."
Star Theatre: "The Courtship of Miles Standish."
Principal Mails:—Outward: Europe via Marseilles (Paul Leaf), 2.30 p.m.; Outward: Europe via Siberia (Amazon), 3.30 p.m.

Wednesday.
Around-the-World tourist liner Carinthia due.
H.K. Hotel tea dance, 4.30 p.m.
King Edward Hotel tea dance, 4.30 p.m.

Football: Interport - Trial Game, H.K.F.C. Ground, 4.30 p.m.
Paper on "Road Construction," by Mr. Frank P. Van Horn, late Superintendent of Highways, New York City, at Engineers and Shipbuilders Institution, 5.45 p.m.
Final dress rehearsal "Pirates of Penzance," Theatre Royal, 8.30 p.m.
Masked fancy dress ball at Peak Club for M.C.L. Funds.
Queen's Theatre: "Lovers in Quarantine."
World Theatre: "The Wall Flower."
Star Theatre: "The Courtship of Miles Standish."
Principal Mails:—Outward: Parcels for Germany via Hamburg (Carl Legien), 1.30 p.m.

Thursday.
H.K. Hotel tea dance, 4.30 p.m.
Musical Helena May Institute, 5.30 p.m.
Queen's Theatre: "The Bat."
World Theatre: "The Wall Flower."
Star Theatre: "The Dark Swan."
Principal Mails:—Outward: U.S.A., etc. (President McKinley), U.S.A., Honolulu, etc. (President Wilson).

Friday.
H.K. Hotel tea dance, 4.30 p.m.
King Edward Hotel tea dance, 4.30 p.m.

Kowloon Cricket Club dance, Lane, Crawford's Restaurant, 9 p.m. "Melodians" Orchestra.
Philharmonic Society present "Pirates of Penzance," Theatre Royal, 9.15 p.m.
Queen's Theatre: "The Bat."
World Theatre: "Married Flirts."
Star Theatre: "The Dark Swan."
Principal Mails:—Inward: Europe via Suez (Malaga).

Saturday.
H.K. Hotel tea dance 4.30 p.m.
Cricket and Football (details in Saturday's issue).
Yachting: 6th Championship race for racing classes.
Carnival Dinner Dance at Repulse Bay Hotel.
Dinner Dance at Messrs. Lane, Crawford's Restaurant.
Philharmonic Society present "Pirates of Penzance," Theatre Royal, 9.15 p.m.
Queen's Theatre: "The Bat."
World Theatre: "Married Flirts."
Star Theatre: "The Dark Swan."
Principal Mails:—Outward: Europe via Suez (Macedonia), 10.30 a.m.

Sunday.
St. John Ambulance Brigade Annual Competition for "Balphs" Shield, Murray Parade Ground, 8.30 a.m.
Golf: Semi-final of R.H.K.G.C. Championship, at Fanning.
Yachting: 2nd Championship race for Cruisers.
Yachting: Ladies Section of R.H.K.Y.C. 4th championship race.
Philharmonic Society present "Pirates of Penzance," Theatre Royal, 9.15 p.m.
To Secretaries.

[Secretaries of clubs and associations, etc., are kindly requested to forward any forthcoming events to the Daily Press for inclusion in the above column, which it is our endeavour to keep as correct and up-to-date as possible.]

FALLING ENGLISH BIRTH RATE.
As in the preceding quarter, a further decline in the birth-rate for England and Wales in the third quarter of the year is recorded.
The births numbered 174,902, and were 6,933 below the figure for the corresponding quarter of 1925. Of these 89,140 were males and 85,762 females.
The births correspond to an annual rate of 17.3 per 1,000, the lowest birth-rate recorded in any third quarter except during the years 1917 and 1918.
The deaths numbered 90,723, and were 23,098 fewer than in the preceding quarter, and 4,322 fewer than in the corresponding quarter of 1925.

FINEST OLD VINTAGE

LIQUEUR BRANDY.

The Delight of Epicures.

CALNECK, MACGREGOR & CO. LTD.

Incorporated under the Companies Ordinance of Hong Kong

15, QUEEN'S ROAD CENTRAL. TEL. CENTRAL 75.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL, PAUK HOTEL

Telegraphic Address:

"KREMLIN, HONGKONG"

AND

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL, MAJESTIC HOTEL.

Telegraphic Address:

"CENTRAL, SHANGHAI"

HOTELS LIMITED.

In association with the GRAND HOTEL DE WAGONS LITS, PARIS.

KING EDWARD HOTEL.

CENTRAL LOCATION.

Electric Lifts and Lighting.

Telephones on each floor.

Hotel Launch meets all Steamers

Telephone: Central No. 377

Tel. Address: VICTORIA

J. WITCHELL, Manager.

437

PALACE HOTEL.

Tel. Kowloon No. 3. Tel. Ad: "PALACE"

Three Minutes from Kowloon Wharf, Ferry Wharf and Railway Station.

Entirely under English Management.

Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH.

Lounge, Bar and Billiard Rooms. Unrivalled Cuisine under the personal supervision of the Proprietress.

TERMS MODERATE

Special Terms to Families on application to—

Mrs. J. E. O'BERRY, Proprietress.

KOWLOON HOTEL.

Under a new & experienced Manager

BRIGHT AND AIRY ROOMS

COMFORT AND CLEANLINESS.

High Standards combined with Low Charges

place this in the Front Rank of Hotels in Hong Kong.

Tel. Kowloon 608 & 609.

Cables: "Kowloon."

Wm. H. PERRY, Manager.

[A.P.] [124]

Summer COLOURED SHIRTS

with the Coat sleeve and flat-setting cuffs

For neatness, comfort and all-round satisfaction the white or coloured Tunic Shirt is unsurpassed for day wear. We show you well-made shirts in a fine selection of designs, from the best and popular "pin stripes" to more pronounced effects—both on white and on coloured grounds. Fresh Bangs are constantly reaching us, so you may always see what is "new" in Coloured Shirts.

Shirts with two Collars to Match \$6.50-\$8.50 \$9.50

WE ALLOW 10% DISCOUNT FOR CASH



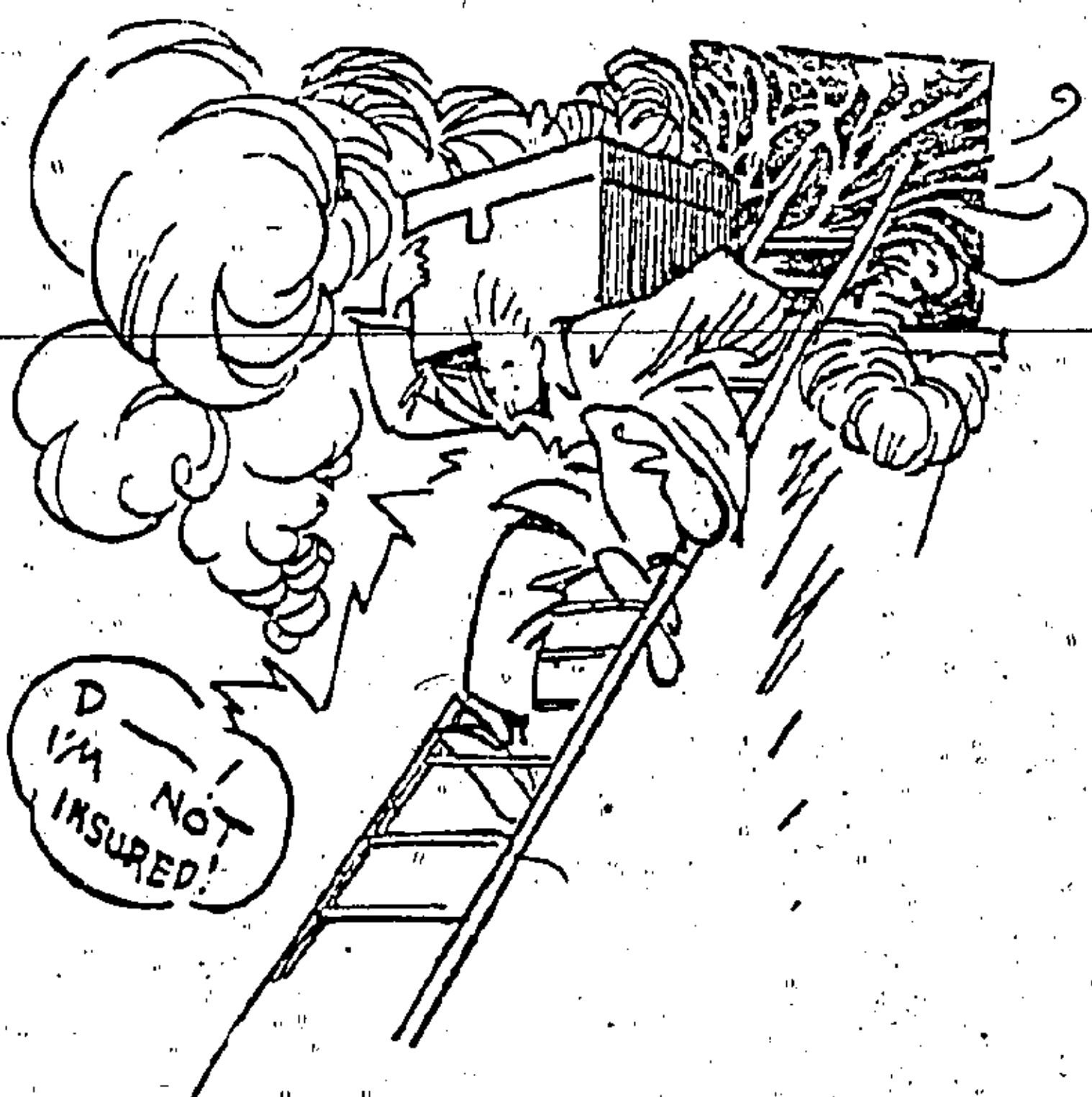
Mackintosh

MEN'S WEAR SPECIALISTS & Co. Ltd.

ALEXANDRA BUILDING. DES VOEUX ROAD

GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CORPORATION, LTD.

By Appointment



For Full Particulars
Apply to the Agents—
JAMES H. BACKHOUSE, LTD.
1A, CHATER ROAD (3rd Floor).

Please Note!

FAIRY PLAY AND SHADOW
PICTURES
CHRISTMAS MATINEES

AT
The Theatre Royal

ON
DECEMBER 22nd & 23rd

AT
4.30 P.M.

IN AID OF
THE MINISTERING CHILDREN'S LEAGUE
AND
THE SEAMEN'S INSTITUTE.

THEATRE ROYAL.

December 10th, 11th, 13th, 17th and 18th
at 9.15 p.m.

MATINEE (Children Half Price)
Wednesday, December 15th at 4.30 p.m.
Do not delay, but book to-day at
ANDERSON'S

"THE PIRATES OF PENZANCE"

"One would think that Great Britain's mercantile navy was recruited solely from here orphan asylums—which we know is not the case."

"SUNNING" PIRACY CASE RESUMED.

CAPTAIN PRINGLE'S STORY CONCLUDED AT MAGISTRACY.

NAVAL ARMED GUARD BOARD THE "SUNNING."

HOW THE PIRATES WERE IDENTIFIED.

The hearing of the case for the Crown against the twenty accused held on charges arising out of the pirating of the "Sunning" on November 15th, was continued before Mr. E. E. Lindell at the Central Magistracy yesterday afternoon.

Captain James Pringle, the master of the "Sunning," entered the witness-box for the third time and concluded his evidence-in-chief, being then cross-examined by Mr. d'Almada and Mr. Lo. Captain Pringle was in the box for 2½ hours yesterday, and altogether, including the Friday afternoon and Saturday morning hearings, has been in the witness-box for 5½ hours.

The same procedure with regard to the prisoners was adopted as previously. Spectators in the crowded Court included a number of Europeans, and there were two ladies in the centre of the Court. Mrs. Lindell and another lady occupied seats on the Bench.

Mr. H. K. Holmes (Crown Solicitor) appeared for the prosecution. Mr. G. A. Gordon Leask, of Messrs. Hall, Brutton & Co., was for the 19th accused—the Ningpo man; Mr. Leo d'Almada was for the second accused; while Mr. M. K. Lo appeared for the sixth accused and ten others.

Fighting the Flames.

Continuing his evidence, Captain Pringle went back to the time when the No. 2 boat left the ship with the Russian lady passenger and several officers.

At this time, said Captain Pringle, the s.s. *Kaiyo Maru* was standing by. When the officers were loading the boat in question the flames became so fierce that he (witness) slid down by a rope from the navigating bridge to the main deck. Witness asked the boatswain, if they had any "bad men" for a reward, and the boatswain replied that there were five in the forecastle.

Witness then got the crew together and organised a chain of buckets. They were struggling with the fire until seven o'clock in the morning, but the flames broke out intermittently until four o'clock in the afternoon, and it was not until the *Sunning* reached Hong Kong that the fire was finally extinguished by the Hong Kong Fire Brigade.

At 7 a.m. on the 16th another Japanese boat came and stood by for a while. H.M.S. *Bluebell* and the s.s. *Kaiyo* (one of the China Navigation Company's steamers) also arrived about daylight. The sea was rough. The *Kaiyo* was signalled from the *Sunning* that a hand pump was required, and a boat from the *Kaiyo* arrived with it at eight o'clock. The Commanding Officer of the *Bluebell* was then asked to send an armed guard on board as there were some pirates to be arrested. The *Kaiyo's* boat left for the *Bluebell*, and a little later returned with an armed party.

Armed Party Arrives.

When the armed party came on board, the people for a reward were mustered, the crew of the *Sunning* being placed on one side, and the passengers on the other side. Some of the pirates he (witness) recognised, but he did not know them all. While the passengers were being paid, one at a time, members of the crew whom he had with him (the No. 1 fireman, the No. 1 steward, the No. 1 carpenter and the boatswain) called out in the case of the pirates "bad man, bad man." Such men were placed in custody.

Later witness found the Chief Engineer, with the Lieutenant in charge of the armed party, on the poop deck carrying out an identification parade.

Captain Pringle then went on to relate that about 6.30 in the morning, prior to the arrival of the armed party, some members of the crew got a man and tied him up. Witness thought that the man tied up was either the seventh or eleventh accused.

Mr. Holmes: Can you say whether at any time the pirates had control of your ship?

Captain Pringle: They had control of the ship from 3.45 p.m. on the 15th until 4.30 a.m. on the 16th, when the last gang left in No. 8 boat.

Abortive Attempts to Tow.

Continuing, Captain Pringle said that the *Kaiyo* and the *Suiyang* (both belonging to the China Navigation Company) made abortive attempts to tow the *Sunning* to Hong Kong. Tow ropes were actually made fast, from the *Suiyang*, but the *Suiyang's* hawser broke. The *Sunning* was eventually towed into Hong Kong by the Taikoo tug, which arrived at 11 p.m. The *Suiyang* escorted the *Sunning* back to Hong Kong, where they arrived on the afternoon of the 17th.

The armed party from the *Bluebell* continued Captain Pringle, remained on board the *Sunning* until her arrival in Hong Kong, when the prisoners were handed over to the Police, who boarded the *Sunning* on her arrival at Taikoo.

The *Bluebell* had left about eleven o'clock or noon on the 16th to go in search of No. 6 boat.

Referring to the damage done to the ship, as shown by the photographs produced in Court, witness said that all the damage was caused by the pirates setting the vessel on fire.

Captain's Loss.

Mr. Holmes: Did you suffer any damage yourself?
Captain Pringle: I lost all my clothes and personal effects. My hands were also burned, partly through letting of crackers. I lost about \$2,500 worth of personal property, which I attribute to the pirates.

Mr. Holmes: You have already identified some of the accused in Court. Will you look along the line and tell the Court whether you know any of the others, and if you have anything to say about them say it.

Accused Identified.

Capt. Pringle then proceeded with the task of identifying the accused. Referring to the first accused, he said: "I cannot place him. No. 2, I recognise as one of the pirates on the ship. No. 3 I know quite well. He was one of those that came up to me in the Chart Room. He is the man who shoved his gun into my stomach. No. 4 was also among the first of the pirates up in the vicinity of the Chart Room. No. 5 I cannot remember. No. 6 I saw in the Chart Room. No. 7 had a gun and he was also among the first of the pirates I saw. No. 8 and No. 17 I am not sure of, but it was one of them that I saw smoking in No. 1 cabin when I went down for my dinner. No. 9 I saw on the boat deck, and I remember him because he escorted me to my lavatory and back to the bridge again. No. 10 I cannot remember. No. 11 was a very energetic man. He kept just a nice distance from anybody. You could not get near him, and he had a gun. He, in my opinion, has been on the game before. No. 12 was on the bridge, and at one time had a gun. No. 13 I recognise as being in the ship, and active with his confederates. No. 14 had a gun; No. 15 also. No. 16 was moving about the ship with the others, and had a gun. No. 18 I cannot remember. No. 19 is the *Sunning's* carpenter."

In answer to Mr. Holmes, Captain Pringle said that he did not see this man do anything which connected him with the piracy.

No. 20, said Captain Pringle, "is one of the two men who were knocked out on the bridge."

Captain Pringle added that all the men he had identified were acting in unison. Some he could connect with some particular incident, but others he could not, beyond stating they were members of the pirate party.

This concluded the evidence in chief of Captain Pringle, the time then being 3.40.

"Not Pirates, But Passengers."

The undefended accused were asked if they had any questions to put to Captain Pringle.

The thirteenth accused said he was not one of the pirates, but was one of the passengers.

His Worship informed the accused that this was a statement, which he would have an opportunity of making at a later stage of the proceedings.

The twentieth accused, the man with the bandaged head and bloodstained trousers, and one of the men who was stated to have been stunned by either the Second Officer or Chief Officer on the bridge when the attempt was made to recapture the vessel from the pirates, said he had a question to put and proceeded to state that he was driven up to the bridge by some of the pirates and was stunned by one of the pirates. He did not know what was happening.

Replying, Captain Pringle said he saw no signs of this accused being forced to the bridge unwillingly. This man was knocked out by either the Second Officer or the Chief Officer, witness believed the former officer.

The Indian Guards.

Mr. d'Almada put a number of questions to Captain Pringle regarding the observance of Piracy Regulations.

Replying to them, Captain Pringle said that under these Regulations there were four armed guards on board, two of whom were at all times to be on duty. This party of the Regulations was observed both from the time of leaving Shanghai and from Amoy.

Mr. d'Almada: So that these two armed guards at the time the pirates made the attempt on the ship must have been at their positions?

Captain Pringle: They should have been. Whether they were or not I cannot say.

Mr. d'Almada: Have you since ascertained whether they were on duty or not when the attack commenced?

His Worship: How can that be evidence. It can only be hearsay.

Mr. d'Almada: A great deal of what the witness has said has been hearsay.

His Worship: And I have not taken it down.

Captain Pringle said that he did not see what happened with regard to the Indian guards.

Mr. d'Almada: Have you made any inquiries since the attack about the Indian guards?

Captain Pringle: I have asked the Chief Officer, beyond that I have not made any inquiries. I have seen the Indian guards in the distance on the one or two occasions I have revisited the ship since she returned to Hong Kong.

Log Books Lost.

Mr. d'Almada: Have you since this incident written up the log book?

Captain Pringle: I don't write up the log book. The Chief Officer does that. All the log books, however, were lost.

Mr. d'Almada: I take it you were armed when you first saw these men peeping through the window?

Captain Pringle: I was not armed.

Mr. d'Almada: You should have been?

Captain Pringle: The fact of the matter was that I had just got up at 3.30 p.m. and had a cup of tea.

Mr. d'Almada: When the attack started and the Second Officer called your attention to the fact that pirates were on board, how many faces did you see?

Captain Pringle: About three.

Mr. d'Almada: Can you place any of them?

Captain Pringle: Yes, No. 3 was one, and I think No. 7 or No. 11.

Mr. d'Almada: Not No. 2?

Captain Pringle: No.

Mr. d'Almada: How many passengers did you have from Amoy for Hong Kong?

Captain Pringle: About 99 Chinese passengers, and two saloon passengers.

Mr. d'Almada: Can you remember how many Chinese passengers you had from Shanghai for Hong Kong?

Captain Pringle: About 73 or 74. The Chinese crew numbered 110, and there were six European officers.

The Second Accused.

After considerable argument as to what questions Mr. d'Almada could put to witness, Mr. Holmes, at the request of his Worship, informed Mr. d'Almada that in the second of the two boats which left the *Sunning*, prior to the lowering of the boat with the officers and lady passenger, and which was picked up by the *Bluebell*, were seven people. These alleged pirates, said Mr. Holmes, were transferred from the *Bluebell* to the *Indictive* and brought back to Hong Kong.

Mr. d'Almada said his client was in that boat.

In reply to a further question by Mr. d'Almada, Captain Pringle said he could only say that the second accused (Mr. d'Almada's client) was on the ship. He did not see this man sufficiently to connect him with any particular incident.

Mr. d'Almada: He might have been a passenger?

Captain Pringle: I did not go aft. I cannot remember at the moment.

Mr. d'Almada: All the pirates might have been passengers?

His Worship: We will say that this man might have been a *bona fide* passenger.

After further questioning, Captain Pringle admitted that it was possible that the second accused was a *bona fide* passenger, and that he saw him on board in that capacity.

This concluded Mr. d'Almada's cross-examination.

"Five Pieces Bad Men."

Mr. Lo said that he did not propose to cross-examine witnesses at the Magistracy to any great length. He asked permission to reserve the right for further cross-examination at the Criminal Sessions.

Mr. Lo said he proposed only to put such questions as might apply to a *prima facie* case.

Mr. Lo went on to recall Captain Pringle to the time when he asked the boatswain if there any pirates forward, at the time when he gave instructions to the boatswain to let go the anchor.

Captain Pringle, replying to questions, said that he called out to the boatswain "Have got any bad men?" and the boatswain replied "Have got five pieces in chain locker."

Replying to further questions by Mr. Lo, Captain Pringle said that he had identified certain of the accused, but he could not state whether they were arrested at the for a reward or the muster aft, of which the Chief Engineer was in charge.

Mr. Lo: When did you first identify the sixth accused (The Ningpo man) as one of the pirates?

Captain Pringle: I identified him on the ship, and remarked "this man did me a good turn." (This was the accused who is said to have pushed aside the revolver which one of the pirates had shoved against Capt. Pringle's stomach.)

In reply to a further question, Captain Pringle said that either the 7th or 11th accused was "beaten up" by members of the crew. He believed that No. 11 accused was arrested for a reward.

Passengers Used as a Screen.

Mr. Lo said that some of the accused would say that a lot of people were driven to the bridge by the pirates during the fight, and that passengers were used as a screen by the pirates.

Mr. Holmes replied that there would be evidence tendered at a later stage of the proceedings to show that the pirates did actually use passengers as a screen while they were attacking the bridge.

In view of this reply, Mr. Lo refrained from questioning Captain Pringle on this point.

This concluded the cross-examination of Mr. Lo, and the Court rose, the defendants being remanded until 10.45 this morning, when Captain Pringle's evidence will be read over in their presence, and Mr. G. A. Gordon Leask will have an opportunity of questioning Captain Pringle. Further evidence will then be called for the Crown. To-day's hearing will occupy the morning from eleven o'clock until 1 p.m., and the hearing will be resumed again in the afternoon at 2.15.

EFFICIENT FIRST AID DISPLAY.

ST. JOHN'S SUCCESSFUL FIELD DAY.

INTER-SQUAD COMPETITION FOR HO FOOK CUP.

Some efficient first aid work was witnessed yesterday at the annual competition for the Ho Fook Cup by selected squads of the Railway Division of the St. John's Ambulance Brigade, on the Kowloon Football Club ground.

Three squads from the Railway Division were selected for this inter-squad competition, and the winning squad is to hold the trophy for one year.

Six tests of various drills, which included bandaging, and first aid treatment of serious illness and accidents were carried out by the competing squads.

The tests were:

First: Treatment for arterial hemorrhage from the front of the head; fracture of vertebral regions. In this test a patient had to be removed from the ground and carried to the stretcher with the minimum of pain.

Second: Treatment for arterial hemorrhage from the back of the head; simple fracture of right leg and compound fracture of tibia. The patient in this case had to be removed from under a wagon, and carried to the stretcher.

Third: Arterial hemorrhage from palm of right hand, compound fracture of left thigh and complicated fracture of ribs.

Fourth: Treatment for varicose veins on left leg and fracture at base of skull and other injuries. The patient had to be removed from the ground to a stretcher.

Fifth: Triangle bandaging. Competitors had to do some quick and skilful bandaging of the head, shoulder, elbow and hand, knees, hip and foot.

This test was particularly well carried out and the nimble fingers which manipulated the rolls of bandages showed long and careful training.

The sixth and final test was to render artificial respiration.

The whole programme was admirably carried out and the members of the squads proved very well trained men.

The judges were Mr. E. Ralphs, assistant Commissioner, Dr. W. B. A. Moore, District Surgeon, Mr. Lynch, R.A.M.C., and Dr. Newton, all of whom expressed themselves highly pleased with the efficiency of the competitors.

The possible points obtainable were 120. The results were:—

No. 2 Squad won the cup with 108 points. The members of this squad are: Long Yat Chu, Li Wai Man, Fun Chi Fan, and S. de Loboson.

No. 3 Squad came second with 100 points. The members are Lo Wai Yin, Lau Kau, Chen Pak Ling and Chan Yuk.

No. 1 Squad was third with 75 points. The members were Tsang Lai Sai, U Po In, Tsung Chung and Pak Cho.

Sunday's Field Day.

The field day held by the Hong Kong St. John's Ambulance Brigade on Sunday at Stanley, which was briefly referred to yesterday, proved very successful.

There were squad drill, stretcher drill, collecting wounded and bandaging being gone through under the superintendence of officers. Field operations were also carried out, the peninsula offering more scope for this than Shok O the venue originally fixed.

In the absence through indisposition of Mr. E. Ralphs, the Assistant Commissioner, the day's operations were directed by Mr. A. Morris, the Corps Commissioner.

Among those who witnessed some of the operations were Mr. Ho Kwong (through whose generosity lunch was provided for the officers), Dr. Valentine, Dr. Moore, Mr. Sin, the officers of the Y.M.C.A. division, Mr. Ewart and Mr. Leung Sui Sang, of King's College, Staff-Sergeant Gilmour and Serg. Bridges, of the R.A.M.C.

The thanks of the Corps are due to those who lent cars and launches.

Next Sunday and the Sunday after the "Ralphs" Shield will be competed for by the Corps units at the Murray Barrack's Parade Ground commencing at 9.30 a.m.

INTREPID WORLD CYCLISTS.

OUT TO SEEK SPORT AND ADVENTURES.

The two world cyclists, mentioned in yesterday's issue, who arrived here by the *Amata Maru* on Saturday, will remain here until the end of the week.

The intrepid travellers are Julius Villmats, of Riga, and Evangelist Molesas, a Greek. They left Riga on July 14th, 1925, to go around the world on cycles, and have passed through Latvia, Lithuania, Germany, Belgium, France, Switzerland, Italy, Austria, Hungary, Yugoslavia, Greece, Turkey, Syria, Palestine, Egypt, India, Abyssinia, Burma, Siam, French Indo-China, China and Korea.

Between them they speak Latvian, Greek, English, French, Russian, German and Italian and have had many adventures during their sixteen months' travelling.

The motive behind this tour round the world is a simple one—just the love of sport and adventure; but they are also out to get experience for their work as journalists. They will leave for Mambila and make their way to Australia.

Their expenses for the journey are raised by the sale of folders giving details of themselves and their travels. They expect to complete their tour before the end of 1926.

LOCAL CHINESE PLACE NAMES.

HOW THE NAME "HONG KONG" AROSE.

MR. R. E. LINDSELL'S FASCINATING LECTURE.

MANY PICTURESQUE LOCAL LEGENDS.

At the Helena May Institute before a good attendance yesterday evening, Mr. R. E. Lindsell gave an interesting lecture on local Chinese place names in the Colony. The lecture was certainly comprehensive, lucidly delivered, and appreciated by all present.

Hong Kong, said Mr. Lindsell, had never loomed large in the pages of Chinese history, and probably the name was unknown in China generally 100 years ago. Prior to the British occupation it was a desolate locality, inhabited by a few fisher folk, who, when fish were scarce turned to piracy for a living. Most of the place names were derived either from some prominent feature of the landscape, or else from some common article of every-day use suggested by the shape or appearance of the locality.

Etymology of "Hong Kong."

Originally Hong Kong was not called by its present name. Long before the British came it was known as *Awan Tai*, which literally meant "the road like the waist of a skirt or petticoat." Skirts were commonly worn by Chinese women in the old days especially on ceremonial occasions, and it is supposed that the Western part of the Island was then encircled on the lower middle levels by a single track, which suggested the waist of a petticoat, the Peak being regarded as the jacket and the lower slopes as the petticoat itself. The actual equivalent of the Chinese characters is "Fragrant Lagoon," but how the actual name arose is wrapped in mystery.

It was thought by some, continued Mr. Lindsell, that the name came from the harbour at Aberdeen, but Aberdeen is also called Hong Kong Tai, or "Little Hong Kong," by the Chinese, and this seemed to prove the pre-existence of another greater Hong Kong. Another explanation was that the word Hong in this case did not mean fragrant at all, but that it was the surname of a Chief. Another attempt to explain the name had been based on the supposition that the harbour in the old days derived a special fragrance from the Indian spices which were unloaded and transhipped there. "But this theory," added Mr. Lindsell, "seems far fetched, and improbable, even though the smells of Wanchai water front had not then been fully developed." (Laughter.)

Happy Valley.

Dealing with Wanchai, Mr. Lindsell said that the name merely meant "Small Bay." Morrison Hill Gap Road was still known sometimes among the Chinese as "the Cutting which broke the Dragon's Back." To the Chinese every long spur running down from a range of hills is a dragon. As regards Happy Valley, the Chinese only know it by the "materialistic name of *Pau Mo Yee*—the place of galloping horses." The old Chinese village of Wong Nai Chung merely meant "the Creek of Yellow Mud." The name was still appropriate after a really heavy rain-storm.

Legend of the Seven Sisters.

North Point was known as *Tai Tse Mui*, or the "Seven Sisters." It denotes a legend to the effect that in the old village there were seven sisters who vowed that they would never marry. The youngest was eventually either bribed or bullied into taking a husband, but on the eve of the wedding day, the whole seven drowned themselves in the village washing pool. North Point was also connected with the old Dragon Boat festival, since it is there that the boats parade on the occasion of the annual festival. Mr. Lindsell recited the legend pertaining to the festival.

The island of Apichau was interpreted as Duck's Tongue Island. Pokfulam was known as the wood of a 100 paces. The name "Fak Lo Lam" was still used by the Chinese lower classes, owing to the great number of graves in that locality, as a synonym for a place in which the wicked are assigned a habitation after death. Mr. Lindsell remarked that he once heard an angry sampan woman

clutch an argument with an opponent by telling him to—"go to Pokfulam." (Laughter.)

Our Islands.

Dealing with the names of the islands, he said Gap Rock was called *Mun Mei Chau*, which may possibly mean mosquito's tail island or mosquito's head. Lan Tau meant broken head and Cheung Chau meant long island. The Dumbell Island was foreign. Stonecutters', or *Ngong Shun Chan*, was known as the island of upright junks, Chung Hui, green coat, and Tai Mo Shan, the hill of the great mist, or the Great Gap Hill, the cap being the clouds.

Capimoon and Lyemmoon were most interesting names. The former could be either the gate through which the water is sucked in, or the gateway of rushing waters. Lyemmoon meant the gateway of the carp.

A Chinese Prophecy.

There were two rocks on the island well-known to the Chinese.

The first, said Mr. Lindsell, "is a squat monster on the hillside above and beyond the University which is known as the ravine frog's rock. The legend attaching thereto has it that the frog has through the centuries crept up to his present position from a hole by Telegraph Bay, that he is still climbing and that when he reaches Victoria Peak, Hong Kong will disappear beneath the sea. Were it not that his progress is so slow that it will take him many centuries yet to get to the Peak, the question of asking the Director of Public Works to put him at once in chains would have to be seriously considered." (Laughter.)

Another famous rock is one along and above Bowen Road, the *Fan Yuen Shek* or the rock of mutual passion. Here it is said that about 80 years ago a British youth and a Chinese maid who had loved one another too wisely but too well, committed suicide. Chinese wives and maidens still go to this rock to pray.

Dealing with Kowloon, Mr. Lindsell said that the name was derived from the old Chinese City of Nine Dragons (Kau Lung). Sung Wong Toi, in the locality is an historical spot, a prince of the Sung dynasty having once spent the night there. Tim Sha Tsui meant pointed sand spit, Hunghom, red banks, and Yam-mat, the place of oil-bearing millet. Taidoktau, the spit in the shape of a large horn and Sham Shui Po, deep water reach, were names which explained themselves.

The New Territory.

Tsun Wan, known as Hui Tai, or the place of the king crab was of historical interest as the place of the ancestral tomb of the Tang family—a very large clan in the New Territory. The Castle Peak district was known as a military training depot or green mountain. Un Long meant round valley market town, and nearby was Kam Tin, formerly known as the upland fields, but later changed to "sweet flowering fields." Fanning meant Powder Hills.

Tai Po had taken its name from the large arm or reach of the sea, and Sham meant sand fields. Pat Sin, a range of mountains across from Tai Po meant the "eight geni." Nearby was the famous San Neung Tam or the bride's pool where a bride was supposed to have perished. It is said that even to-day in stormy weather the figure of a woman clad and waving flags appears by the pool and the sound of gongs can be heard.

Mr. Lindsell finally dealt with the best known rock in the Colony, near Lion Rock. It is in the exact shape of a woman with a baby on her back. The Chinese call it by two names, "the woman waiting and watching for her husband's return," or "the child on her back rock."

Mr. Lindsell was warmly applauded at the conclusion of his lecture. Sir Shou-sun Chow proposed a vote of thanks to Mr. Lindsell and said that speaking as a Chinese he was in a position to state that the lecture was an excellent one. (Applause.)

TWENTY-FOUR ARMY CORPS.

STRENGTH OF KUOMINTANG FORCES.

DR. LIN IN CHARGE OF FOREIGN AFFAIRS IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang Army announces that it now has 24 army corps under its command. The latest additions are the two army corps from Szechuan which have just come under the Kuomintang flag.

Upon the departure of the staff of the Foreign Office at Canton for Wuchang, Dr. T. F. Lin, at present Superintendent of Customs and Director-General of Revenue, will act as Commissioner for Foreign Affairs.

The Kuomintang in Canton have instructed their agents at Toyshan, Szeyp district, to forcibly take over the control of the Sunning railway. The Kuomintang decided some time ago to administer the line temporarily but the shareholders, including overseas Chinese in America, protested, and the Board of Directors of the Company refuse to surrender the documents and premises still in their possession. The Kuomintang's latest order to their agents is to take over control despite the strong objection on the part of the present officials. The shareholders now contend that as the Company have yielded to the demands of the strikers, interference on the part of the Kuomintang is unjustified.

Conflicts between the Peasants' Corps and the People's Volunteers in the Loting District, West River, still continue. The Labour Union in Canton City, under the direction of the Kuomintang Workers' Delegate Conference, are siding with the Peasants, and rushing re-inforcements to the scene of the disorders. The general belief appears to be that the People's Volunteers will be defeated.

Drug shops in Canton have re-opened, as the demands of the *toks* for high wages have been conceded. The strike lasted more than a fortnight and during the days when the employees did not work they were involved in a loss of some \$220 daily.

SEND OFF TO CANTON OFFICIALS.

GREAT MASS MEETING.

It is estimated, says the *Canton Gazette*, that over 100,000 persons participated in the great mass meeting held on Saturday on the grounds of the Chungshan University to bid farewell to the personnel of the Nationalist Government and the Central Kuomintang, who are leaving this week for Wuchang.

The arena for the meeting, on which platforms had been built, was decorated with flags and numerous hangings presented by the various organized bodies.

Among those present at the gathering were Chairman Tan Yen Kai, Mrs. Liao Chung Kai, Chief of the Women's Department of the Central Kuomintang, Mr. Peng Teek Min, Chief of the Overseas Department, and Mr. Tai Chi Tao, Chief of the Committee of the Chungshan University.

"At the conclusion of the meeting, a parade was called to order, and headed out to the roads in perfect order, headed by members of the Strike Picket Committee, the Bureau of Public Safety, and the All-China General Labour Union. All along the way the parade passed, there were walls of spectators which blocked traffic for some time."

To Start To-day.

It is announced that the first groups of the Central Kuomintang Headquarters and the Nationalist Government, will start for Wu-han this (Tuesday) morning by the Yueh-han Railway.

The members of the Party of the Central Kuomintang Headquarters will probably proceed to Hupeh through Hunan, via Pinghih after their arrival at Shaochow, while the members of the Nationalist Government will go in the direction of Nanchang in Kiangsi.

Added escorts and bodyguards have been sent out by the Nationalist Government to Shaochow to look after the arrangement of posthouse, etc., and to give protection to the journeying members along the way. *Canton Gazette.*

THE PROBLEM OF "SQUEEZE."

CO-OPERATION WITH THE POLICE NEEDED.

CHINESE CHAMBER OF COMMERCE.

The Chinese General Chamber of Commerce in Hongkong yesterday issued a statement advising all persons to call the attention of the Police authorities to any attempt on the part of constables and searchers to exact "squeeze" while inspecting luggage or goods in transit.

The Chamber states that it has received not a few complaints of attempted blackmailing but it cannot suggest any relaxation in the work of search and inspection owing to the need of taking every precaution to prevent piracy. Co-operation with the Police is, therefore, urged and the Chamber points out that Chinese complaints may be filed with the Police or the Secretariat for Chinese Affairs.

A Chinese concert is soon to open a cinema theatre at Shumshuipo.

The guild of compradors in Hong Kong has issued a notice to those doing business through its members that beginning from January 1st, a commission fee of one per cent. instead of half per cent. will be charged.

POWERS OF DISTRAINT.

RIGHT TO SEIZE PROPERTY ON DEBTORS' PREMISES.

IMPORTANT TEST CASE.

Before a full Court, comprising Sir H. C. Gollan (the Chief Justice) and Mr. Justice Wood (the Puisne Judge) yesterday, on behalf of the Wing On Co., Mr. Eldon Potter claimed against the decision of Mr. Justice Wood, in respect of goods seized on the premises tenanted by Mr. and Mrs. W. P. Simpson.

Mrs. Simpson claimed that the goods were hers, and not her husband's and the Puisne Judge found for her. Mrs. Simpson was present in person but was not legally represented.

Mr. Potter said that rent was due from Mr. Simpson for the premises in question. Property in the apparent possession of the tenant had been seized, and that property was, in effect, the property of the tenant's wife. On those facts, Mr. Justice Wood had released the property.

Of Great Importance.

The great importance of the decision lay in the decision that, in effect, the property of a "stranger" was not distraintable because the court would release it on application. This was of paramount importance to landlords in the Colony. His Honour's judgment, Mr. Potter submitted, would amount to a fundamental alteration in the law of the Colony which was, to all intents and purposes, the same as the law of England with the possible exception that, if anything, the law here pressed even more stringently on the "stranger."

His Lordship: But we have nothing to do with the law of England.

Mr. Potter: The only importance of the law of England is that prior to 1883 the common law was in force, as varied by statutory rights, in this Colony and that prior to that year there was a common law right to the landlords in this Colony to seize goods of a "stranger" found on the premises of the tenant. I shall submit (subject to statutory or common law exceptions) that the statute will never be construed as detracting from existing rights unless the language in that Ordinance is express or that the implication is one of absolute clearness in depriving a person of the right he had.

Mr. Potter also submitted that cases he would cite went further in holding that, assuming a statute was capable of two meanings, one of which would deprive a person of common law rights and one of which would not, the court would construe it in accordance with that which would not deprive the person of his rights.

His Lordship: Supposing the law, before the present Ordinance, was such that one could not distrain on the goods of a stranger. If you have what purpose is said about that, is there any repeal of that law by implication?

Mr. Potter: In the absence of an express statement taking away prior existing rights, the court will construe the code as permitting the exercise of rights existing prior to the passing of the code.

Mr. Potter then cited several cases. Continuing, counsel said that the most that the case against him amounted to was that there was ambiguity, though he himself maintained that there was no ambiguity. He was not trying to get a right additional to that laid down in the Ordinance. The Ordinance, he said, had to be accepted in its present form and if there was an indication that the landlord's common law right had gone he would not be making the present application. The Ordinance expressly gave the landlord the right to distrain on the goods of a "stranger." Their Lordships, when he made the application for leave to appeal, indicated that it might in their opinion be held that goods referred to in section 15 were only "seizable" as distinct from "distrainable." He would point out that the whole of part 2 of the Ordinance in question dealt with the "making of a distress" and as such it was headed.

Dealing with the powers of the bailiff, as defined in part 2 and consequently in section 15, the words "the bailiff shall seize movable furniture found in the apparent possession of the debtor" were a continuation of the direction as to his powers of distraint. Mr. Potter claimed that the bailiff's powers were not limited to mere "seizure" of goods other than those of debtor.

Bailiff Protection.

His Lordship: Is it not possible that these words are for the protection of the landlord and his agent. The law says you are entitled to levy distress without suffering anything, whether or not the goods are somebody else's. The fact that the goods are in the apparent possession of a debtor justifies you in the seizure. But does that conclude the section? It justifies the original seizure but another to say that the whole question is therefore concluded.

Mr. Potter said the point was, the only one which could be raised against his case. If he might anticipate his argument, in his opinion, it was not a fair interpretation. Why should that construction be put upon it when, before the passing of the act, one of the most important rights of the landlord was to seize the goods of a stranger?

Mr. Potter then cited cases in support of his argument and also dealt with the Ordinance. At the conclusion, the Chief Justice announced that judgment would be reserved. He thanked Mr. Potter for the time and trouble he had taken in preparing his argument and added that all the considerations were now before them.

Wm. POWELL, Ltd.

Telephone C. 4578

GENTLEMEN'S

TAILORS AND OUTFITTERS

12, Des Vœux Road.

Have received a Very Smart Selections in
TIES with
HANDKERCHIEFS to match

in many pleasing Designs and Colourings,
Price: \$4.75 and \$5.50 per set.

"FOWNES" AND "DENTS"
GLOVES

IN

GREY, CHAMOIS, BROWN, FAWN & NATURAL
LEATHER, FABRIC AND BEAVER BUCK
LINED OR UNLINED.

Are you getting the full
benefit of the bracing weather?

HEMOSTYL SYRUP

WILL HELP YOU TO.

On Sale at all Dispensaries.

SOLE AGENTS:

COMPAGNIE OPTORG.

[A.P.R.]

COLUMBIA NEW-PROCESS RECORDS.

ALDERSHOT SEARCHLIGHT TATTOO. Parts 1 and 2.
Part 1. First Post (Bugles); Big March and Band; Georgia; Le Clarion Anglais; The Hibel.
Bugs of H.M. ROYAL HORSE GUARDS (Blues) and Band of H.M. GRENADIER GUARDS

Part 2.—Oriental Music: In a Chinese Temple Garden; Entry of Drums and Pipes; The Red Chalk March; Trumpeters; Cavalry Mow Call; Stables; Old English Fanfare.
Trumpeters of H.M. ROYAL HORSE GUARDS (Blues) and Band of H.M. GRENADIER GUARDS

ALDERSHOT SEARCHLIGHT TATTOO. Parts 3 and 4.
Part 3.—Entry of Pipe Band; The Back of Benachie, March; Strathpey; Miss Drummond of Perth; Reel; Reel of Tulloch; March; Reel to the Isles; Slow March; Highland Gracie Song.
Pipe Band of H.M. SCOTS GUARDS

Part 4.—Entry of Guards; The British Grenadiers, March; Troop; The Colours; Evening Hymn; The Day Thou Gavest (Choir and Band).
Band of H.M. GRENADIER GUARDS, with FULL CHOIR

Only the NUMBER is necessary when ordering COLUMBIA Records.

ANDERSON'S.

ASK FOR
MO SHEUNG
CIGARETTES.

They have rapidly come
into favour with
discriminating
smokers
owing to their delightful flavour
and aroma.

Only well-matured Virginian tobacco used.
On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.

EARL HAIG'S POPPY FUND.

FINE CONTRIBUTION FROM SWATOW.

FUND NOW TOTALS \$14,000.

Mr. J. A. Gordon Leask, the Honorary Secretary of the British Legion Poppy Day Sub-Committee, writes to inform us that he has received from Mr. A. M. Scott-Morris of Messrs. Jardine, Matheson & Co., Ltd., Swatow, the sum of \$339.34 representing Swatow's contributions to the above fund.

The Manager of the Netherlands India Commercial Bank gave a special rate for the draft and contributions were received from the Officers and men of H.M.S. *Whitlington* and H.M.S. *Verity* and also from members of the Dutch, French, Danish, Russian and Italian communities.

Swatow has been having a very bad time recently and their effort is a splendid one, and the value of the contribution is enhanced by the fact that so many different nationalities have participated in it.

Swatow's subscription to the "Wah-hien" Fund closed about a month ago with a total of Mex. \$503.

(Continued on next Column).

CHAPMAN'S RETURN.

FURTHER NEWS OF HIS EXTRA-DITION TO SHANGHAI.

Mr. Thurston R. Porter, United States Marshal for China, has received a wireless message from Mr. E. B. Egan, U.S. Marshal for the Western district of Washington, to the effect that "W. A. Chapman, former Clerk of the U. S. Court for China, had been put on board the *President Jefferson* and would be returned to Shanghai on December 17th. Chapman, it will be remembered, is alleged to have absconded with about \$20,000 of the funds of the U. S. Court for China some months ago. He was arrested in Seattle when entering the United States and has been held there ever since pending litigation on the question of extradition from America to China. It was reported a few days ago that Chapman was returning to China on the *President McKinley*.—N.O. Daily News.

All contributions from the outposts have not yet been received, but when this has been done a list of the various amounts collected and remitted Home will be published. Swatow's contribution brings the total received up to date to \$14,000.

NEW ADVERTISEMENTS.

MRS. SEMA BELILIOS,
DECEASED.

ALL Persons having Claims against the Estate of the above named Deceased are requested to send them to the Underigned as soon as possible.

JOHNSON, STOKES & MASTER,
Solicitors, etc.,
Princes' Buildings,
8th December, 1926. [4287]

WANTED—Second-hand GARDEN ROLLER, Good Condition. Any Offers Apply Box No. 4283, c/o Hongkong Daily Press. [4283]

THE CHINA LIGHT & POWER
COMPANY (1918), LIMITED.

BY Article 25 of the Articles of Association of the Company, it is provided that if a call upon shares is paid in advance of the due date the Company may pay interest thereon. In view of the difficult business conditions which have prevailed in the Colony for some time past, the General Managers and Consulting Committee, in the interests of the shareholders generally, have from time to time postponed the date for the payment of the final call upon the new shares.

In the meantime various shareholders have paid the call.

The General Managers propose to pay to these shareholders interest at 7% per annum on the amount so paid until the date when the call finally falls due. After that date these shares will carry dividend, but not until then.

Shareholders are reminded that the Company can only recognize those persons who are entered in its Register, and payment of interest will be made accordingly.

If a sale of the shares takes place after the payment of the call has been made by the seller, and the buyer registers his transfer, interest will be apportioned between the buyer and the seller, unless the seller requests that it be all paid to the buyer.

SHEWAN, TOMES & Co.,
General Managers.
Hong Kong, 6th December, 1926. [4268]

KOWLOON HOTEL.

NOTICE.

DINNER DANCE

THURSDAY, 9th DECEMBER.

\$2.00 per head inclusive.

Dancing from 8 p.m. to 12 p.m.

Coloured Lighting effects.

European syncopated Orchestra.

UNION INSURANCE SOCIETY OF
CANTON, LTD.

THE Certificate No. 1858 for One Silver Share No. 1138 now converted into Five Gold Shares in this Society, standing in the Name of CHAS. E. RICHARDSON of Hong Kong has been declared LOST, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the Five Gold Shares will be issued in its stead by the Society.

PAUL LAUDER,

General Manager.

Hong Kong, 22nd November, 1926. [4213]

FIRST CHURCH OF CHRIST,
SCIENTIST, HONG KONG

ANNOUNCES A FREE LECTURE ON
CHRISTIAN SCIENCE
BY
MR. JOHN RANDALL DUNN, C.S.B.
of Boston, Massachusetts, U.S.A.
Member of the Board of Lecturers of The
Mother Church, Boston, Massachusetts,
U.S.A.

IN THE

THEATRE ROYAL HONG KONG.

TUESDAY, DECEMBER 7th, 1926,

At 5.45 P.M.

The Public is Cordially Invited to Attend. [4208]

NOTICE.

MR. H. SCHMIDT, having left CHINA, his Authority to sign our Firm Proclamation has CEASED.

BIEMSEN & Co.
Hong Kong, 1st December, 1926. [4260]

LOST.

A White-haired FOX TERRIER PUPPY, White and Black Markings. Please return to A.D.O. GOVERNMENT HOUSE. Reward. [4197]

INVESTMENT Shares Negotiated in small or large lots. Houses and Flats managed and rented for owners going home. Mortgages arranged on secured properties yielding good interest. Apply the HONG KONG SMALL INVESTORS' SHARE & REAL ESTATE CO., Telephone 4193.

PREPAID "WANTED"
ADVERTISEMENTS.

TO LET—STOWFORD No. 2, 46, BONAHO ROAD, Three Stories, Six Rooms, Five Bath Rooms, Kitchen, Servants' Quarters, recently repaired and renovated.—Apply DEACONS, PRINCE'S BUILDING. [4213]

INTIMATIONS.

NOTICE.

THE Government of the Straits Settlements is prepared to consider Applications for the issue of a Lease of a piece of Crown Land on PAVILION HILL for the purpose of erecting a HOTEL.

The Site has been levelled and is about 54,000 sq. ft. in area. It is situated about 350 yards from the Top Station of the Penang Hill Railway at a height of about 1,400 feet above sea level.

The Lease will be for a Term of 99 years and the Rent will be \$100 per annum.

It will be a condition of the Lease that the Lessee agrees to erect a Hotel within a Period of Three Years in accordance with Plans which have already been approved by the Government of the Straits Settlements and that failure to observe this condition will entitle the Government to re-enter and resume possession of the Land.

The Lessee will also be required to enter into a Bond in the sum of \$10,000 for the observance of the above condition.

The approved Plans provide for the following accommodation:—

BASEMENT FLOOR:—
Reception Hall with Passenger Lift and Stairs.
Hotel Office, Post, Telegraph and Telephone Offices with Private Exchange.
Hair Dressing Saloon.
Luggage Room.
Drying Room for Mattresses, etc.
Linen Room.
Wine Store.
Boys' Quarters and Duty Room with Lavatories.
Amenah and Ayah Quarters and Duty Room with Lavatories.
Kitchen Store.
Manager's Quarters (2 Rooms with Bath, etc.).

GROUND FLOOR:—
Large Lounge.
Gentlemen's Reading Room.
Ladies' Retiring Room.
Billiard Room, Two Tables and Bar.
Children's Playing Room.
Large Kitchen.
Ten Bedrooms with Private Verandahs, Baths and Lavatories.
Four Suites with Bedroom and Sitting Room and Private Verandahs.

UPPER FLOOR:—
Spacious Lounge with Extensive Views.
Dining Room for 100 Guests with Floor suitable for Dancing.
Ample Seateries with Food Lifts direct from Kitchen and Pantry.
Ten Bedrooms with Private Verandahs, Baths and Lavatories.
Four Suites with Bedroom and Sitting Room and Private Verandahs.

ROOF:—
Roof Garden Suitable for Dancing.

Ample Lavatory accommodation on the Sewerage System also Hot and Cold Water—Private Telephone to every Bedroom and Electric Lights throughout.

Applications in sealed Covers and marked on the outside "PENANG HILL HOTEL" will be received at the RESIDENT COUNCILLOR'S OFFICE at PENANG up to MAY 31st, 1927.

Plans can be seen and further Information obtained at the Office of W. CAMPBELL OMAN, F.R.I.B.A., 19-20, RAFFLES PLACE, SINGAPORE.

The Government of the Straits Settlements does not bind itself to accept any application.

B. SCOTT,
Resident Councillor,
PENANG. [4361]

TO LET.

NO. 4A, DUDDELL STREET.

Apply to—

THE HON. SECRETARY,

CLUB LUSTIANO. [4214]

TO LET.

NEAR MAY ROAD STATION, TWO

FLATS in the New Building, with all modern conveniences. Apply A. V. APGAR & Co., Ltd., 1, DES VERTS ROAD CENTRAL. [4172]

TO LET.

A EUROPEAN SHOP in NATHAN ROAD,

KOWLOON.

Apply to—

HUMPHREYS ESTATE & FINANCE

CO., LTD.,
4025] Alexandra Buildings.THE AUSTRAL-CHINA NAVIGATION
CO., LTD.

For

SYDNEY, MELBOURNE & ADELAIDE

Via

MANILA, ILOILO, SANDAKAN,

BALIEPAPAN & BABAUL

S.S. "CALULU"

SAILING ON 9th DECEMBER, 1926.

For Freight and Particulars Apply to—

DODWELL & CO., LTD.,
Agents,
Telephone No. Central 1039. [4088]

SPORTING.

GUNS by W. W. GREENER WEBLEY and SCOTT, and Other Makers—British, French and American.

B.B.A. Air Rifles, and Miniature Rifles, in Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all descriptions.

Agents for W. W. GREENER, Ltd., BIRMINGHAM.

HONGKONG SPORTING ARMS

AND AMMUNITION STORE,

6 BRACONFIELD ARCADE.

INTIMATIONS.

Fine PORTS

	DUTY PAID	Per Case	Per Bot
Invalid ...	\$42.00	\$3.70	
Douro ...	41.60	3.60	
Old Tawny ...	43.00	3.80	
Estrella ...	49.00	4.25	
Very Old Tawny	64.00	5.50	
Oldest & Finest	66.00	5.75	

Fine SHERRIES

	DUTY PAID	Per Case	Per Bot
Light Dry ...	\$35.50	\$3.00	
Solera ...	37.00	3.10	
Very Pale Dry ...	40.00	3.40	
Pale Dry Nutty ...	44.00	3.75	
Fine Old Brown ...	47.50	4.00	
Brown Bang ...	57.50	4.85	

Grown, Bottled and Shipped by

Geo. G. SANDEMAN SONS

& Co., Ltd.

Xeres de la Frontera
and Oporto.

A. S. WATSON

& CO., LTD.

Wine and Spirit Merchants.

[50]

BIRTHS.

HARDMAN.—On December 1st, at 627, Avenue Foch, Shanghai, to Mr. and Mrs. E. F. HARDMAN, a daughter (still born).

MADHRA.—On November 17th, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. J. MADHRA, a son.

SKINNER.—On December 1st, at the Country Hospital, Shanghai, to Mrs. (née MACFARLANE), wife of R. W. SKINNER, a son.

Hong Kong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONG KONG, DECEMBER 7th, 1926.

THE MOSCOW ROAD.

CHINA's leaders at the present time, especially those who command the South, have become identified with the policy of their Russian friends. How far they are merely exploiting their Bolshevik advisers and coadjutors and how far they are being exploited by the same people, it is hard to say. Possibly the present working arrangement by which one provides the funds and the other party the hate, is mutually satisfactory. The problem, however, which interests the on-looker is how far can the Chinese proceed along the Moscow road. The present movement is obviously artificially created, is not genuinely felt, and would pass quickly into oblivion; if the imported gold and propaganda came to an end. At least that would seem to be the obvious deduction from a study of the Red movement in Russia itself. To create that Bolshevik feeling of ruthlessness, that determination to destroy the capitalistic and oppressive class, it is necessary that the country should have undergone a long period of oppression and suffering such as was experienced under the Tsarist regime, with its intolerable taxation, its feudal obligations, its secret police, its rigid suppression of all legitimate desire for social or political improvement.

But there is no parallel for this state of things in China. Were there ever any feudal lords in China in its small towns

and villages, exacting tribute in service or in money, possessing almost unlimited power, the power of life and death over the inhabitants? It might be argued that there were the mandarins, but apart from the fact that the people knew full well how to curb their power, these officials were not a hereditary class, enjoying privileges and honour without earning them. They were officials selected on the most democratic basis in the world. They held positions to which the humblest individual, who possessed the necessary mental ability, could aspire, and to which poor villagers often did attain.

It would seem, therefore, that the first essential of a violent revolution is absent in China, that is to say if the past history of the French Revolution and the Russian Revolution are guides to present judgments. The charge against the Manchus was not that they were oppressive, but that they were effete. In any case they were too remote to exercise any potent influence on the general body of the public, who if they thought of the Emperor at all thought of him as the Son of Heaven. It was because there was not this profound national sense of grievance, this universal sense of cruel injustice such as obtained in Russia or France, that the revolution in China was such a half-hearted affair. It lacked unanimity and purpose, it had no reconstructive driving force, because there was no deep sense of wrong. This feeling, however, is now being created, not by Manchu misrule, but by the greater misrule of the militarists, who have succeeded them and are competing for the positions of authority.

It must be noted that whatever outbreaks there are in China of a Bolshevik nature are to be found in the cities—in Canton, Swatow, Hankow and other places. Here it has been possible to focus attention on wrongs, so-called, inflicted by the foreigner, but these towns do not represent China. What reception would China's real population, the peasantry, give to Bolshevik proposals? We know that in Russia itself the peasants will have none of the communists' ideals. True, they accepted the benefit of the revolution, namely the elimination of feudal lords, and took over the land, but when the soldiery went to demand the surplus produce for their fellow men in the towns, the surplus dwindled to nothing, and so the peasants now keep what they produce or sell it, and can even rent their lands. On no other principle could the peasants be induced to labour. The Chinese have no need to get rid of their feudal lords, because such persons do not exist, and as they live together largely in families or clans, whatever duties and financial obligations they incur must, to a large extent, be between relatives. This would seem to be very thin soil in which to sow the seed of revolution.

The Chinese sense of injustice has not been directed against his fellow men, for his immediate neighbours are his relations, not against his rulers, for he has never been really oppressed; but against nature—against floods, pestilence and famine. That, however, is another story.

To-morrow, according to the old Chinese calendar, is the day of Great Snow (Ta-sueh).

During the 24 hours ended December 3rd one Chinese case of enteric fever was reported.

A masked fancy dress ball in aid of the M.C.L. Funds is being held at the Peak Club to-morrow evening, beginning at 8.15.

Amongst the passengers who left by the *Atsuta Maru* on Sunday were Sir Gerald and Lady Lennox Congyngham and daughter.

A Chinese succumbed at the Government Civil Hospital on Sunday to injuries sustained earlier in the day by being knocked down by a motor-car.

Col. Chang Pah Chi, commander of the railway guards for the Allied Army, has tendered his resignation and gone to Shanghai. His resignation has been accepted.

The Dempsey-Tunney fight for the world's heavyweight championship is now being shown at the Embassy Theatre, Shanghai, and is described as the greatest sporting film ever produced.

Commander D. Rossi, Italian Minister to Peking, and formerly Consul-General in Shanghai, has arrived in Shanghai on a short visit.

Japanese residents of Shanghai are at present agitating for greater representation on the Shanghai Municipal Council. The Japanese Amalgamated Association of Street Unions is leading the movement.

The Hong Kong Male Voice Choir, who recently held a successful concert at the Wesleyan Sailors' and Soldiers' Home, are giving another concert this evening, at the Union Church Lecture Hall. It begins at 8 o'clock.

A Chinese constable while charging a woman, at the Central Magistracy yesterday, with soliciting in Hollywood Road, complained that he was accosted by the woman, who used the offensive term "baby lukong." Mr. Lindsell dismissed the charge.

The final dress rehearsal of "The Pirates of Penzance," which is to be presented by the Hong Kong Philharmonic Society at the Theatre Royal on Friday evening, and during the following week, will take place to-morrow evening at the Theatre at 8.30.

Double probate of the will and two codicils thereto annexed of Sir Catchick Paul Chater, Kt., deceased, has been granted to Mr. Reginald Frederick Mattingly, of Messrs. Deacons firm. Original probate was granted to William Edward Leonard Shenton of the same firm.

Among the passengers departing by the Admiral Oriental liner *a.s. President Jackson* yesterday for Seattle and ports were Mr. R. R. Hancock, Mr. and Mrs. W. R. Movel, Mrs. C. P. Dawson, Mr. R. C. Williams, Commander Davis, Mr. and Mrs. Charles Hugo and Mr. J. F. Forbes.

Sir Jehangir Kothari, O.B.E., has arrived in Hong Kong on his seventh trip around the world. He is a member of a leading Zorastrian family in Sind, and many public institutions in India, England and elsewhere have benefited from his wealth and philanthropic interests.

Sentence of three months' hard labour was inflicted by Mr. R. E. Lindsell yesterday on a Chinese charged with the theft of six bales of leather, valued at \$1,500, from a godown at Belcher's Street. Inspector P. Grant said the stuff had been disposed of in Macao whither it was sent after the robbery.

At the Kowloon Magistracy yesterday the four men arrested in connection with the recent fight between robbers and police near Gin Drinker's Bay were remanded for a week. It is believed that one of the men recently figured in a murder trial here, but was discharged owing to insufficient evidence.

The Director of the Woosung and Shanghai Commercial Area proposes to issue \$50,000 worth of Debenture Bonds to cover expenses for the construction of a bridge across the Soochow Creek in Jessfield Road, Shanghai. The taxes collected in the western suburbs of Shanghai will be offered as security.

The Kowloon Cricket Club have arranged to hold another dance, which will take place at Messrs. Lane, Crawford's Restaurant on Friday evening, and the Mediolanes Orchestra, which have just been engaged by this establishment, will be in attendance. Admission to the dance is by tickets, which may be obtained at the Club House.

Another dance is to be given by H.M.S. *Caroline* at the Royal Engineers' Theatre, Wellington Barracks, this evening, commencing at 8.30 p.m. Ladies are cordially invited, and the price of admission for gentlemen will be \$1. Refreshments will be provided and the dance music will, as on the last occasion, be supplied by the "Metro-Gnomes" Dance Band.

A free lecture on Christian Science, under the auspices of the First Church of Christ Scientist, Hong Kong, is to be given this evening at 8.45, by Mr. John Randall Dunn, C.S.B., a member of the Board of Lecturers of the Mother Church, The First Church of Christ Scientist, Boston, Massachusetts, U.S.A. The lecture will be delivered in the Old Chamber of Commerce Room, City Hall.

The Rev. and Mrs. G. E. Arrowsmith left for Home via America by the Admiral Oriental liner *a.s. President Jackson* yesterday evening, together with their two children. Many members of St. Andrew's Church, Kowloon, of which the Rev. G. Arrowsmith has been Assistant Clergyman for the past three years, were present to bid Mr. and Mrs. Arrowsmith farewell, including the Vicar (the Rev. G. R. Lindsay) and Mrs. Lindsay, and other friends.

What should prove an interesting subject will be dealt with at the Institution of Engineers and Shipbuilders of Hong Kong to-morrow evening at 8.45, when Mr. Frank D. Van Horn, late Superintendent of Highways, of New York City, will read a paper on "Road Construction." The papers should be all the more interesting as it will deal with road construction as provided in the States, and will afford an excellent comparison between the method of road construction there, and as we know it at Home and here.

The formal opening of the fourth annual exhibition of Chinese national products took place on December 1st.

The annual ball of the Hong Kong Police Force is to be held on Thursday, December 23rd, at the City Hall, commencing at 8 p.m.

Charged with cutting four young saplings from the hill-side, a Chinese was fined \$20 or fourteen days' hard labour by Mr. R. E. Lindsell at the Central Magistracy yesterday morning.

At Kowloon on Sunday, a Chinese was injured by being run into by a push-bicycle ridden by A. B. Hwakes, from H.M.S. *Iroquois*. The mishap occurred in Jordan Road, the victim being so injured that he has taken to the Kwong Wah Hospital. At Shaikwan, a Chinese boy was also knocked down by a push-bicycle ridden by a sailor from H.M.S. *Hermes*. The boy was removed to the Government Civil Hospital.

The case of the Hong Kong and Shanghai Banking Corporation v. Samuel Rakusen came before Judge Grain in H.M. Supreme Court, Shanghai, recently. It was a claim for money due from the defendant on a judgment recovered by the plaintiffs in an action in the King's Bench Division of the High Court of Justice for \$11,341 and \$11 costs, together with \$2,166 as interest, making a total of \$13,508. The case was adjourned till December 15th.

Before Major C. Willson, sitting as Coroner, and a jury, at the Central Magistracy yesterday, an inquiry was made into the death of a Chinese woman, aged 45, who was knocked down by a motor-cycle on November 21st at the junction of Peel Street and Quine Road. The woman was taken to the Government Civil Hospital where she died three days later from concussion. Mr. P. C. Reynolds, the motor-cyclist in question gave evidence and having heard other witnesses, the jury returned a verdict of accidental death and exonerated Mr. Reynolds of all blame.

The Dockyard Ladies' Club held a successful whist drive and dance at the Seamen's Institute on Saturday evening. The Classic Quartette, under the conductorship of Mr. Jacobsen, rendered the music. Mesdames Daniels, Ponsford, Gains and Hughes worked hard throughout the evening, and their success was largely due to their organising abilities. In the absence of Mrs. Stirling, through indisposition, the prize was presented by Rear-Admiral Stirling, who was the recipient on behalf of Mrs. Stirling of a beautiful silver mounted blackwood tray, suitably inscribed, as a memento on the occasion of Mrs. Stirling's impending departure for Home.

Of late years the Colony has lacked that usual feature of the Yuletide season, a pantomime. About the middle of January, however, we shall see "Little Red Riding Hood," which is now being rehearsed by Mrs. Cumming and her band of young Mimmers. The pantomime, as it will be presented in Hong Kong, will appeal to both adults and juveniles. There will be plenty of local allusions in the burlesque and comedy side of the performance. The juvenile cast has been considerably strengthened by the inclusion of a number of adults. The young performers are being trained in the many dance numbers, which will be interspersed with the comedy and songs for which the adult members of the cast will be responsible. The profits from the performance will be handed over to Dr. Barnardo's Homes for Waifs and Strays.

MACAO'S NEW GOVERNOR.

Senhor Tagmanini da Barbosa, the new Governor of Macao, is due here this morning, en route to take up his post. On his arrival he will be met by Capt. C. H. Steele, A.D.C. to H.E. the Governor of Hongkong, who will convey His Excellency's greetings.

Senhor Tagmanini da Barbosa will proceed to Macao later in the day by the Portuguese gunboat *Patric*. His Excellency was born in Macao, and held the Governorship previously in 1918.

SHANGHAI POLICE SERGEANT'S
MYSTERIOUS DEATH.

We regret to report the death of Sergeant Charles Schooler, attached to Wayside Police Station, who came to his death last night in circumstances at present somewhat mysterious, says the *Shanghai Mercury* of the 28th ulto. Deceased had just returned to Shanghai from Home leave by the P. & O. *a.s. Khiva* on November 28th. Whether he had been revisiting the ship yesterday or not, is uncertain at the moment. He was making use of a sampan at any rate and handed over to the care of a Sikh policeman on duty near Wetmore Road Jetty, and taken to the Wayside Police Station. Upon arrival it was found that he was dead, and his clothes wringing wet, suggesting that Schooler had been in the river. This is all the more mysterious as deceased was a man of temperate habits.

A preliminary inquiry was held at the Public Mortuary by Mr. G. W. King, O.B.E., H.B.M.'s Coroner, when the body was viewed and identified. An autopsy was ordered, deceased being known to have a weak heart. The inquiry was to be continued on December 6th. Sergeant Schooler joined the S.M.P. in 1914. He was about 35 years of age, and married, though his wife is at present in England.

THE STRUGGLE IN THE NORTH.

CHANG TSO LIN'S TROOPS ABOUT TO MOVE.

"THE SOVIET MASSING TROOPS."

[THROUGH REUTER'S SERVICE.]

PEKING, December 6th.

Fengtien military circles state that it is now definitely decided to send strong forces down the Peking-Hankow Railway against the Reds. Some Divisions will leave on December 8th.

A message from Mukden says the reason for the somewhat vacillating policy as regards the despatch of armies to the South has been due to Soviet threats and rumours, the Soviet massing troops north of the Manchurian border in order to hinder Marshal Chang Tso Lin bringing his full forces to bear against the Reds along the Yangtze.

THE "CHRISTIAN GENERAL" INVADING SINKIANG.

CO-OPERATING WITH BOLSHEVISTS.

PEKING, December 6th.

Chinese reports state that General Feng Yu Hsiang's soldiers with Bolshevist aid is invading Sinkiang. It is generally considered that a true view is the fact that Sinkiang borders on Russia and from hence Soviet arms and supplies are easily sent to General Feng whilst the South-Western frontier of Sinkiang is in India and hence the Bolshevisation of Sinkiang would mean a distinct menace to India.

WHAT THE "MANCHESTER GUARDIAN" ADVOCATES.

LONDON, December 6th.

A stage has been reached when neutrality, which consists in evading plain facts, constitutes a practical embarrassment and a grave political danger. This is the opinion of the *Manchester Guardian*, in advocating British recognition of the Cantonese Government which, it says, has not advanced claims which we cannot admit or at least discuss; adding that we should have nothing to do with Cantonese political ideas; but what concerns us is that over that portion of China where our interests are most deeply involved we can now treat with an authority capable of speaking and acting for a great part of the Chinese people.

[BRITISH WIRELESS SERVICE.]

Situation Easier at Hankow.

Hankow, December 6th.

Rumour, December 6th.

The Labour situation is easier. The general strike anticipated during the week-end did not take place and a considerable number of local strikes have been settled. Instructions issued by Chinese authorities are said to have had a tranquillising effect on the unions.

THE DISORDERED NORTH.

OPPRESSION AT CHANGTSEH. TROUBLE WITH KUOMINCHUN TROOPS.

A report dated November 22nd from Changtseh states that the nationalists are perfecting their control of this part of Hunan. Notwithstanding the denials of the leaders of the anti-northern army, the indications are that the Reds are running things.

This city and others around is being plentifully plastered with posters of the "Bent Down" variety. Everything is to be overthrown that is not of the Kuomintang. Among the latest posters are those declaring that the true friend is Russia, and that they are in alliance with the Soviets. Of course, it means that Russian roubles are at work.

Labour is coerced into giving up all previous organization and being all taken over under the one management. Penalties and boycott are used to intimidate the workers. Even the servants in foreign employ are not overlooked and any who fail to join up are to be driven out of the city.

At the American Presbyterian hospital outrageous demands and false charges were made, and the hospital was forced to close down and turn all its patients out.

The merchants, already badly squeezed, are out on strike against the oppressive demands of two of the Communist leaders, Chu and Ho. Stores are closed and parades are being held.

The river between Changtseh and Shenchow is infested with robbers and boats can only travel in fleets of from one to ten hundred, and have to pay \$40 a boat for convoy.

What between the robbers and the multiplying Likin stations trade is hampered on all sides.

(Continued on next column).

SWATOW AND FOOCOW.

AMERICAN FIRMS AND THEIR EMPLOYEES.

STUDENTS CONTROL FOOCOW.

[THROUGH REUTER'S AGENCY.]

PEKING, December 6th.

A foreign telegram from Swatow states that the employees of all the local American firms have either struck or are threatening to strike.

News from Foochow states that the actual Government of the City is now in the hands of students, who seized Foochow after the rioting on the night of the 3rd instant and the morning of the 4th, during which the rioters broke into the premises of British and Japanese, presumably searching for members of the late Government.

The State of Affairs at Foochow.

FOOCOW, December 6th.

Cantonese troops have not entered Foochow, but the Kuomintang flag is hoisted and certain Kuomintang officials have been appointed. Northern troops are in retreat from the city, which is held by General Li Tseng Chun, commander of local troops, who is in sympathy with the Kuomintang and by the Navy. No anti-foreign acts have been reported and no danger is apprehended.

CHINA MERCHANTS' S.N. CO.

SUSPEND BUSINESS.

TWELVE OF THEIR VESSELS COMMANDEERED.

SHANGHAI, December 6th.

The China Merchants temporarily suspended business owing to the seizure of vessels by Sun Chuan Fang and the Southern Labour Unions. Of twenty-eight vessels, 7 are being held in the Yangtze, 3 in Canton and 2 in Swatow, respectively.

MEXICO'S NEW LAWS.

TERMS SUGGESTED BY THE BRITISH OIL COMPANIES.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, December 6th.

It is learned that representatives of the British Oil Companies have expressed their willingness to accept the new Petroleum Laws if the Mexican Government will agree to the following terms:—

The unrestricted acceptance of British titles of ownership acquired before 1917; a reduction in the cash deposit demanded as a guarantee for drilling works in lands whose titles are not in proper shape; a reduction of 5 per cent. on the royalty demanded from oil production lands acquired before 1917, and, finally, tolerance towards applying the Labour Law regarding the percentage of the foreign employees allowed to companies.

Military Activity in Shansi.

A message from Taiyuanfu, dated November 23rd states that during the past few days reports have been circulating of an outbreak of fighting in the north of the Province, apparently between the Shansi troops and the Kuomintang. If rumour is correct, the Brigades of Kuomintang troops which surrendered to the Shansi army last summer, have revolted. The Suiyuan Tutung is said to be in office, but not in power up there.

It is obvious that there is something going on, because of the movements of troops and transport that are to be seen taking place. It is also probable that these fresh hostilities have not been in the plans of the Shansi army, since the surplus ammunition, which was left over from last summer's campaign, was brought south of the Yen Men Kwan some time ago.

The Delegates from Marshal Chang Tso Lin, who have just left Taiyuanfu, after trying to ascertain General Yen Shi Shan's attitude in the present situation, invited him to attend a Conference at Tientsin or Peking. However, General Yen did not feel able to leave at present.

Catholic Mission in Trouble.

Hitherto, the Catholic Mission in Taiyuanfu has been free from the effect of anti-Christian movement; but at last they also have been involved, and there has been trouble in their Middle School. It is said that the students asked for a course on citizenship, and that the principal did not see his way to make this addition. It is also reported that the students asked for the dismissal of a member of the School staff, which was not granted.

Shansi is feeling the effects of the disorganization of the northern railways. It is difficult to get freight from the coast, and equally difficult to send goods out. Mails are very irregular, and sometimes Tientsin newspapers take as long as five or six days in reaching us.

BRITISH SHIP-BUILDING INDUSTRY.

REVIVAL IN FULL SWING. SHIPYARDS BUSY AGAIN.

[BRITISH WIRELESS SERVICE.]

RUGBY, December 6th.

The launching this morning of the *Arctona*, the fourth of the new Blue Star fleet, of five 14,000-ton luxury liners for the South American service, marks an important contribution to the ship-building revival. The fifth vessel of the fleet, the *Arandora*, is due for launching at Birkenhead early in January.

Nearly 140,000 tons of British ships of importance which have left the stocks this year represents only a small proportion of the actual tonnage from British yards.

One Clyde firm alone has had an output of about 257,000 tons. Work at shipyards has been hampered owing to the coal strike, but work on new ships which is the most satisfactory feature of the increased shipyard activity is now proceeding unhindered. Contracts placed last week include nine large tankers for the British Tanker Co., two for the Anglo-American Oil Company and two for the Standard Oil Company. Orders for a steamer 435 feet in length for British owners have been placed at Dundee, and at Harbourn the yard's work will proceed immediately on two 3,500 tons vessels, while Messrs. Swan, Hunter propose to re-open their Wear Yards for the building of three steamers for the Canadian Lakes.

SINO-BELGIAN TREATY.

M. VANDERVELDE INTERVIEWED ON THE DISPUTE.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, December 6th.

Interviewed at Geneva on the subject of China's attitude in connection with the Sino-Belgian Treaty dispute, M. Vandervelde, the Belgian Foreign Secretary, expressed the opinion that it would be advisable not to embitter the present trouble by polemics in the Press. He added that the Chinese delegate apparently wished to bring the question of the Treaty before the League Council. M. Vandervelde said he would, therefore, reserve his reply till then.

TACNA ARICA DISPUTE.

THE ARGENTINE RECEIVES U.S.A.'S PROPOSAL UNFAVOURABLY.

[REUTER'S AMERICAN SERVICE.]

BUENOS AIRES, December 6th.

An unfavourable reception has been accorded to Mr. Kellogg's proposal with regard to the Tacna Arica dispute, as cabled on July 10th.

La Nacion emphasises the fact that the United States have considerable interests in Bolivia.

In Washington it is officially announced that Chile has accepted Mr. Kellogg's proposal regarding Tacna Arica, in principle.

[Following is the telegram alluded to: New York, July 10th.—It is reported from Santiago that negotiations are proceeding with Bolivia providing for handing over Tacna Arica to Bolivia with compensation to Peru and Chile by Bolivia.]

U.S. SHIPPING BOARD.

STILL LOSING HEAVILY.

WASHINGTON, December 6th.

The annual report of the United States Shipping Board shows that 350 vessels of 1,671,000 deadweight tons were disposed of during the fiscal year ended June 4th. The fleet of Government-owned ships on July 1st consisted of 881 vessels of a total tonnage of 6,876,000 tons. Operating losses had fallen from \$300,000,000 in 1923 to \$20,000,000 in the past year.

[BRITISH WIRELESS SERVICE.]

TO ABOLISH VISAS.

GERMAN GOVERNMENT'S PROPOSAL.

RUGBY, December 6th.

The Foreign Office has circulated the Government Departments concerned, asking for their views on the proposal by the German Government, for the abolition of visas between Great Britain and Germany.

As soon as the replies are received a decision will be come to and communicated to the German Government.

BRITISH PARLIAMENT.

VOTE OF CENSURE TO-MORROW.

INTERESTING DEBATE ANTICIPATED.

[BRITISH WIRELESS SERVICE.]

RUGBY, December 6th.

The coal dispute will be debated for the last time in the House of Commons on Wednesday when a vote of censure on the Government will be moved by Mr. Ramsay MacDonald, the leader of the Labour Party.

The motion, which also demands the nationalisation and the reorganisation of the mining industry, will, it is expected, be resisted by the Liberal Party and an amendment has already been tabled by some Conservatives deprecating a discussion which is calculated to keep alive the animosities created during the stoppage.

This debate promises to be the most interesting feature of the current week in Parliament which will probably be prorogued on Thursday week.

The new session will not open until about the second week in February.

THE ANGLO-GERMAN TRADE CONFERENCE.

MUTUAL SATISFACTION.

RUGBY, December 6th.

Representatives of the British and German Federations of Industries finished their discussion in London yesterday.

Satisfaction was expressed on both sides that some of the technical barriers to trade, such as the double taxation of industries, and subsidies, had, as a result been more clearly understood, and it was decided that the discussions should be continued in Germany in the early Spring.

It is pointed out that this meeting is distinct from the Conference recently held at Rome, between British and German Industrialists. The Rome conference was concerned with the exploration of avenues for the expansion of trade, whereas the present meeting has had for its object the elimination of barriers to trade.

THE IMPERIAL CHEMICAL INDUSTRIES.

FURTHER DETAILS.

RUGBY, December 6th.

By the registration yesterday of the Imperial Chemical Industries there was formally completed the formation of a Company with the biggest initial capital of any business ever registered in this country.

The Company, which, among other objects is acquiring shares in the Brunner Mond & Co., Nobel Industries, the United Alkali and British Dyestuffs Corporation, has an authorised capital of \$65,000,000 and if all the shareholders of the merging companies exchange their shares for those of the new company, the issued capital will total nearly \$37,000,000.

The formation of this huge concern means that the national exchequer will benefit to the extent of over £1,500,000 by way of stamp duties on property transfer and other duties and fees.

[THROUGH REUTER'S AGENCY.]

LEAGUE OF NATIONS.

SEVEN FOREIGN MINISTERS TO MEET.

IMPORTANT COUNCIL MEETING.

GENEVA, December 6th.

No fewer than seven Foreign Ministers are attending the League Council meeting which is opening next week; namely, Britain, France, Germany, Belgium, Holland, Poland and Czechoslovakia.

The meeting will provide opportunity for private consultations from which important results are expected, although the Council itself has a nowise unimportant agenda, including the security of arbitration, the reduction of armaments, the forthcoming economic conference, and the report of the Mandates Commission and the latter's notorious questionnaire to the mandatories.

The private conversations will doubtless deal with the recent Italo-Albanian Treaty of Friendship, which is perturbing Jugo-Slav circles, where the arrangement is regarded as a veiled protectorate.

OBITUARY.

M. CLAUDE MONET.

LONDON, December 6th.

A message from Vernon, France announced the death of the well-known painter, M. Claude Monet, at the age of 81. (Claude Monet, the celebrated French painter, was born in Paris in 1840, but spent his early days at Havre, where he became acquainted with Eugene Boudin, one of the precursors of Impressionism, who became his first teacher. As early as 1866 Monet exhibited some pictures at Rouen.)

MR. LLOYD GEORGE'S BRADFORD SPEECH.

SEVERELY CRITICISED BY THE HOME PAPERS.

[THROUGH REUTER'S AGENCY.]

LONDON, December 6th.

The papers severely criticise Mr. Lloyd George's speech delivered at Bradford.

The *Morning Post* says the ex-Premier is "merely trying to discredit the Conservative Government and pander to the Socialists." "To other interests he is constitutionally indifferent."

The *Daily Telegraph* alludes to his "baseless and ludicrous presentation of the case."

The Liberal organ, the *Daily News*, points out that however anxiously the British may want a peaceable revolution in Sino-British relationships, Mr. Lloyd George would be the last to expect a government to remain inactive before a threat of organised massacre.

THE DAWES PLAN.

GERMAN'S LOYALTY MEETING THEIR OBLIGATIONS.

SCHEME WORKING SUCCESSFULLY.

BERLIN, December 6th.

The Dawes plan is successfully standing the test of time as revealed in the annual report of the Agent General of Reparations, which states that the course of events has probably exceeded the experts' anticipations and pointing out that foreign loans and other funds steadily flowed into Germany to point sometimes surpassing the capacity of the country to make advantageous use thereof. The report alludes to the serious business crisis at the end of the first annuity year, when many enterprises failed to the great cost of individuals but to the undoubted benefit of the whole country, since industry and commerce had thereby been freed of encumbrances and complexities and were now better able to take advantage of favouring developments. The report pays tribute to the spirit of friendly accommodation which marked the administration of the scheme. Germany had loyally and punctually met her obligations, and been effected regularly and without difficulty.

[BRITISH WIRELESS SERVICE.]

Another Report.

RUGBY, December 6th.

The report of the Agent General for Reparation payments for the second year's working of the Dawes plan, ended August 31st, states that Germany has loyally discharged her full obligations during the year, and, by agreement between the German Government and the Reparation Commission the troublesome question of supplementary contributions has been settled in a way that greatly contributes to the smooth working of the plan. The second annuity year called for payment by Germany of a total annuity of 1,220,000,000 gold marks or slightly less than one half of the full standard annuity.

[BRITISH WIRELESS SERVICE.]

Another Report.

From the roof of his Surrey mansion, Admiral Earl Beatty directed the operations of the firemen during a fire which broke out in the servants' quarters of the house yesterday. The mansion contains a valuable collection of pictures and paintings by Vermeer and many other art treasures but they escaped damage, which, as a result of Earl Beatty's directions, was confined to one wing of the building.

FIRE AT EARL BEATTY'S RESIDENCE.

ADMIRAL DIRECTS FIRE FIGHTERS.

RUGBY, December 6th.

From the roof of his Surrey mansion, Admiral Earl Beatty directed the operations of the firemen during a fire which broke out in the servants' quarters of the house yesterday. The mansion contains a valuable collection of pictures and paintings by Vermeer and many other art treasures but they escaped damage, which, as a result of Earl Beatty's directions, was confined to one wing of the building.

WEATHER REPORT.

TYPHOON WARNINGS.

The following message was received from the Manila Observatory yesterday at 9 a.m.:

December 5th, 3.15 p.m.—A cyclone or typhoon has been reported east of Southern Luzon or Northern Mindanao. Direction unknown.

The following telegram was received at the local U.S. Consulate-General yesterday evening:

Manila, 5th, 6th.—Cyclone or typhoon east of Southern Luzon, moving N.N.W.

Last night's weather report forecast and remarks, issued from the Royal Observatory at 5.15, stated:—

The anticyclone is stationary over the Sea of Japan. A V-shaped depression covers the Philippines. The typhoon is in about Lat. 14° N., Long. 128° E., moving N.N.W. or North.

Local forecast, N.E. winds, moderate, cloudy.

WINTRY WEATHER IN UNITED STATES.

NEW YORK'S HEAVIEST DECEMBER SNOWSTORM IN FORTY YEARS.

[REUTER'S AMERICAN SERVICE.]

New York, December 6th.

Awakened by the sound of snow scrapers, the inhabitants found the city buried in seven inches of snow, following the heaviest December snowstorm in forty years with intense cold and high winds, especially further north, where the snow lies fifteen inches deep. Snowdrifts have completely held up the traffic in the western part of the State, and 10,000 men are scraping New York streets on twelve-hour shifts. There is much destitution and 1,000 people sheltered in lodging houses yesterday night, of whom 200 were destitute women.

125 STEAMERS LOCKED IN MICHIGAN'S ICEBOUND LAKES.

GREATEST ICE-BLOCKADE WITHIN MEMORY.

SAULT STE. MARIE, December 6th.

In a temperature of twelve degrees below zero, 125 of the Great Lake steamers, carrying grain and coal, valued at \$50,000,000, have been locked in the greatest ice blockade in memory. They are threatened with imprisonment during the whole winter, despite the desperate efforts of a giant ice-breaker, aided by every available tug.

EUROPEAN Y.M.C.A. NOTES.

LATEST ACTIVITIES: SUCCESS OF THE "FLYING Y."

SING-SON FOR NAVY AND ARMY.

(Contributed.)

Our second Ladies' Night has come and gone, and even though we say it "as shouldn't," it was a great success. The second half of the programme was taken up by the White Coats—who are black! The first part of the evening took the form of a concert, with songs, and a little playlet in which each character spoke only one word at a time.

The competition that followed was well done, and the jig-saw faces were soon solved.

The "Flying Y" took to itself wings on Saturday, and had an enjoyable run round the one and only road in the New Territory. The numbers were depleted owing to several members being in camp. The next run will be on Saturday week, particulars to be announced later.

Next Saturday the Camera Club are holding the second raffle. This week it will be in Kowloon, in the vicinity of the Reservoir, Laichikok, 'Eagles' Nest is the name given on the map. Raffles will start by taking the bus to Laichikok, leaving at 2.30 p.m.

On Thursday night it is hoped to have a lecture at 9 p.m. The subject and the lecturer are not yet fixed, but an announcement will be made in due course.

The following Thursday the lounge is being given over to a sing-song for members of the Navy and Army. The Social Committee is arranging the programme, and a hearty invitation is extended to all members of the Services on Thursday week, December 10th, at 9 p.m.

Next week, on Sunday night, at the Quiet Hour, the Rev. F. P. V. Alexander, C.F., of the K.O.S.B., will address the members.

The subject for the study circle this week will be a short history of the Hebrews. This paper will be read on Wednesday, December 8th, at 8.30 p.m.

ANOTHER DOLLAR-LINER ARRIVED.

PRESIDENT HAYES'S PASSENGERS AND FREIGHTS.

The around-the-world Dollar liner, the *President Hayes*, came into port yesterday from New York and Shanghai en route to Manila and Europe. She sails again this morning.

She brought 1,198 tons of general cargo for discharge here, and 374 bags of mail. The vessel had 88 cabin passengers, ten of whom disembarked here. They were:—

Mr. J. Ozorio, of Hong Kong, returning from a world tour.

Mr. Ong Zin Chow, of Hong Kong, returning from a business trip to Shanghai.

Mr. W. K. Ho, connected with Hall, Law & Co., of Hong Kong, returning from Shanghai.

Mrs. Rema Kessinger, of New York, stopping over in Hong Kong, in a tour of the Orient.

Mr. O. S. Kwang, of Shanghai, on a business trip to Hong Kong.

Mr. J. B. Lee, connected with Stephens & Co. of Canton, returning from business in Shanghai.

Mr. L. Schipper, of Antwerp, Belgium, on a tour of the Orient.

Mrs. Wm. Stephens, of Shanghai, on a visit to Hong Kong.

Mrs. M. C. Walmsley, visiting Hong Kong.

Mrs. W. Wong, of Shanghai, connected with the firm of Hasley Import and Export Co., on a short trip to Hong Kong.

The *President Hayes* also landed 62 Asiatic steamer passengers here. She has on board 6,274 tons of general merchandise for Manila and 20 steamer passengers.



SOLE AGENTS:

GANDE, PRICE & CO. LTD.

HONG KONG

HOTEL PLAZA

Hotel Paristien Ltd. Proprietors
(Incorporated Under the Companies Ordinance, Hong Kong)
CABLE ADDRESS: "PLAZA" SHANGHAI
36-38 RUE MONTAUBAN SHANGHAI, CHINA

THE HOTEL PLAZA offers exceptional advantage to the traveler. Those who enjoy and seek a luxurious, quiet fireproof, and centrally located Hotel, with moderate tariff, will appreciate these features.

Featuring nightly, "JACK CARTER'S PLAZA SERENADES" for dancing, combined with a Cabaret Entertainment De Luxe.

(American Plan)
100 rooms.
Rates:
Single with bath
Mex. \$20.00 up
Double with bath
Mex. \$15.00 up
Special Monthly
Tariff M. \$175.00 up

MANAGEMENT OF JACQUES KLAS.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY

—DRY DOCKS—
Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
SH (H.W.O.S.T.) 24 ft. 6 ins.

—THREE SLIPWAYS—
Capable of Handling Ships Up
8,000 Tons Displacement
Electric Crane at Sea Wall, capable of
Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,
HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."
TELEPHONE No. 512.
CABLE FLAG: "C" OVER "ANG. PETERA."

ON SALE.

THE NEW PAPER BACKED
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1926.
With Index. Price—\$7.50.
On sale at the Hongkong Daily Press Office.

RACING NOTES.

[BY RAPIER.]

FANLING HUNT.

The Meet on Sunday morning was one of the most successful runs so far enjoyed. Two foxes were chased but lost, it is thought, chiefly on account of the difficulty in following the scent over the stony ground at the top of Montague Ridge. There was a good field including Mrs. R. J. Paterson and young Burgess who is becoming one of our more enterprising Huntmen. A touch of colour was added to the scene by the pink coats of the Whips, Messrs. Alec Potts and A. Bousfield, who controlled the Hunt in the absence of the M.F.H.

Starting from Sheungshui Police Station and working round Telegraph Pass the hounds were cast at the top of the Pass, "Parable" giving tongue hotly pursued by the rest of the pack. After an exciting run of about thirty-five minutes without a check and with the hounds in full cry the fox was lost at Montague Ridge. Again casting hounds another fox was found but lost this time owing to the Hunt being crossed by a detachment of the Punjab Regiment who were taking part in a mimic battle.

The stony ground and the rocks on Montague Ridge afford a protection to the fox of which he has not been slow to take advantage.

Kwanti Steeplechase Meeting.

The following are the entries for the above meeting on the 18th. It will be seen that the ponies are more numerous than usual although they are not entered in as many races as heretofore. Mr. R. M. Dyer's Rothesay is a welcome addition to the meeting. The officers of the K.O.S.B. have not yet got the fifty ponies they are after from the North and I expect Major Hogg is finding it a bit difficult to get hold of the right sort of animal. This is the only business that seems to be booming in China now-a-days.

RACE 1.—3.15 P.M.—MAIDEN PLATE: 11 MILES.

For China ponies that have started at Kwanti Steeplechases and not won. Catch weight 160 lbs. Unplaced starters at Kwanti allowed 5 lbs. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Kwan Tao
Mr. J. K. Lousfield	Inkpot.
Mr. A. Maude	Black Mouse.
Mr. R. J. Paterson	October.
Mr. R. H. Charles	New York.
Mr. H. Birkett	Rivergrass.
Mr. A. Nissim	Zircon.
Dr. J. C. Macgown	Drake.
Capt. G. Howard	Egbert.
Major Bamford, V.C.	Formidable.
Mr. A. H. Potts	Two Pairs.

RACE 2.—OPEN HANDICAP STEEPLCHASE: 11 MILES.

For China ponies. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Kwan Tao.
Mr. W. T. Stanton	Reynolds.
Mr. M. M. Maas	Wahkeena.
Dr. L. Reidy	Isotacy (late Magnificent Dahlia).
Mr. H. C. Macnamara	James Pigg.
Mr. R. J. Paterson	Cheriton Vale.
Mr. R. H. Charles	Tam.
Mr. R. M. Dyer	Rothesay.
Mr. H. Birkett	The Golden Pheasant.

Mr. H. Birkett	Rivergrass.
Dr. J. C. Macgown	Sunburst Rose.
Mr. G. M. S. Webb	Nonsuch.
Mr. Col. V. Coates	More Better.

RACE 3.—XMAS STEEPLCHASE 2 MILES.

For China ponies, the bond fide property of subscribers to the Fanling Hunt. Weight for inches as per scale. Winners of two Steeplechase 7 lbs., three or more 12 lbs. penalty. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Reynolds.
Mr. M. M. Maas	Wahkeena.
Mr. H. C. Macnamara	Conquistador.
Mr. H. C. Macnamara	James Pigg.
Mr. R. J. Paterson	Emperor.
Mr. R. M. Dyer	Rothesay.
Mr. H. Birkett	The Golden Pheasant.

Mr. H. Birkett	Rivergrass.
Dr. J. C. Macgown	Sunburst Rose.
Mr. G. M. S. Webb	Rochester.
Mr. Col. V. Coates	Wideawake (late Pongo).

RACE 4.—THE OWNERS STEEPLCHASE: 11 MILES.

For China ponies. To be ridden by the bond fide owner. Weight for inches as per scale. Winners of two or more races 12 lbs. penalty. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Mr. W. T. Stanton	Kwan Tao.
Mr. W. T. Stanton	Kwan Sai.
Dr. L. Reidy	Mowgli.
Mr. A. N. Lucey	Country Mouse.
Mr. J. K. Bousfield	Inkpot.
Dr. J. C. Macgown	Sunburst Rose.
Mr. A. H. Potts	Craigavad.

RACE 5.—UNITED SERVICES RACE: 11 MILES.

Open to Navy, Army, Royal Air Force and Hong Kong Volunteer Defence Corps. For China ponies. Catch weight 155 lbs. Winner of one Steeplechase 7 lbs. penalty, of two or more 14 lbs. Unplaced starters at Kwanti allowed 5 lbs. Winner Cup, 2nd \$25, 3rd \$10. Entrance fee \$5.

Owner.	Name.
Dr. L. Reidy	Isotacy (late Magnificent D.)
Mr. H. C. Macnamara	Benjamin.
Mr. J. K. Bousfield	Spagetti.
Mr. A. Maude	Black Mouse.
Mr. R. H. Charles	New York.
Mr. R. H. Charles	Chess Man.
Mr. H. Birkett	The Golden Pheasant.

(Continued on next Volume).

LAWN TENNIS.

LADIES' RECREATION CLUB.

CLOSING STAGES OF TOURNAMENT.

The Annual Lawn Tennis Tournament of the Ladies' Recreation Club is drawing to a close.

In the Open Singles Championship of the Colony for ladies the semi-finals have been reached, the four successful players being Mrs. Miles who meets Miss Enid Lo, and Mrs. Hall who meets Miss Robinson. The eventual winner will challenge Mrs. Tottenham, the holder, for the title.

The Singles Championship of the Club has been also reached its semi-final stage. Mrs. Davenport Brown and Mrs. James meet in the first match and Mrs. Stark and Miss Brown meet in second match.

The other events are also well advanced and given continued fine weather, the tournament should be concluded soon.

The following are the events for the past week:

Ladies' Club Championship.

2nd Round:—Mrs. Davenport Brown beat Mrs. Clelland, 6-0, 6-0; Mrs. Stark beat Miss Lawrie, 6-2, 6-3.

Mixed Doubles Championship.

2nd Round:—Col. and Mrs. Russell Brown beat Mrs. Cook and Mr. Newers, 2-6, 6-3, 7-5; Mr. and Mrs. Foster w.o. from Major and Mrs. Stevenson. Mr. and Mrs. Stark beat Mrs. J. Hall and Mr. Armstrong; Mr. and Mrs. Raiton w.o. from Miss Lawrie and Mr. Lawrie.

Doubles Handicap.

2nd Round:—Mrs. Cook and Mrs. Raiton (owe 15) beat Mrs. Davenport Brown and Mrs. Hickling (owe 2/0), 8-6, 6-4.

Semi-final:—Mrs. Haslam and Mrs. Rowley (owe 15/2) bye, beat Mrs. Cook and Mrs. Raiton (owe 15).

Mixed Doubles Handicap.

1st Round:—Miss Newsholme and Mr. Evans (owe 2/0) beat Miss Riddle and Mr. Reeve (rec. 15), 3-6, 6-3, 8-1; Mrs. James and Mr. Hickling (owe 15) w.o. from Miss Lawrie and Mr. Lawrie.

2nd Round:—Mrs. Machidan and Mr. Rowley (rec. 5/0) beat Mrs. James and Mr. Hickling (owe 15), 1-6, 7-5, 6-3; Major and Mrs. Stevenson (owe 30) beat Dr. Craig and Mrs. Craig (owe 4/0), 6-4, 6-1.

Men's Singles Championship.

2nd Round:—Col. Russell Brown beat Humphreys.

SOUTH CHINA ATHLETIC ASSOCIATION.

To succeed the Executive Committee recently resigned, the members of the South China Athletic Association have elected the following:—Chairman, Tsou Kin Yung; Vice-Chairmen, Ngan Shing Kwan and Luke Oi Tun; Secretaries, Hin Wong, Wong Ka Tsun, and Leung Lu Wing; Treasurer, So Pei Shao; Manager in Charge of Social Affairs, Wong Kam Ying; Boy Scouts, Chak Tai Kwong; Boxing, Tseh Shing Cho; Football, Kwok Ngan Bo; Baseball, Richard Shim; Basketball, Lam Ming Fan; Tennis, Luan Chan Fai; Billiards, Young Pak Lin; Library, Lai Tai Po.

The former committee resigned because of the opposition of certain members of the Association but now most of them have been re-elected. The new committee has not yet met formally, but it is hoped that it will be able to bring about a reunification of the membership which has been divided since the split in the football section.

CHINA'S BIGGEST RACING PRIZE.

GRAND PARADE FAVOURITE FOR THE GOLD VASE.

The race for the China Gold Vase, value \$10,000, with \$5,000 added in specie, the most valuable stake yet offered by any racing club in China, will be run next Saturday (says the N.C. Daily News of December 2nd) on the Chinese Jockey Club's course. Nineteen entries were received and the following were probable starters:

Beattack (A. J. P. Heard)	Bombardment (J. Lion)
Cape Verde Islands (T. Y. Tung)	Firestone (E. Moller)
Grand Castle (C. Encarnacao)	Grand Parade (D. S. Li)
Passage Money (V. M. Haimovitch)	Picoray (H. Maitland)
Poppyland (A. N. Dallas)	Socrates (L. P. Quincey)
Stonewall (W. G. Crookam)	Wellington (E. B. McBain)
Pin Money (.....)	Prince Robert (.....)

At the selling jockeries held under the auspices of the Chinese Jockey Club at the Cercle Sportif Français, Grand Parade on the strength of a flustering gallop the day before, was made favourite, but only by a shade over Eochow. Beattack came next, then Wellington, followed by Passage Money and Poppyland about evenly supported.

Mr. H. Birkett	Rivergrass.
Mr. T. C. T. Beck	Hastford.
Mr. A. Nissim	Zircon.
Mr. W. F. Simmons	Smart Guy.
Dr. J. C. Macgown	Drake.
Dr. J. C. Macgown	Sunburst Rose.
Mr. G. M. S. Webb	Nonsuch.
Mr. Col. V. Coates	More Better.
Capt. V. F. Browne	Bertram.
Mr. G. M. S. Webb	Rochester.
Mr. A. H. Potts	Two Pairs.
Major F. Hogg	Wideawake (late Pongo).

BOXING.

JIM CARTLIDGE'S GRATITUDE.

"REMEMBERING THE PLEASANT SIDE OF LIFE."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—May I through the courtesy of your paper thank the H.K.B.A. for its souvenir and Mr. R. M. Dyer for his very generous remarks.

I carry away with me many pleasant memories of Hongkong, this despite many rebuffs, for I always believe in only remembering the pleasant side of life.

May I wish the President, Members, and the H.K.B.A. every success. I cannot close without thanking the Press and those of the public who have supported me; and last but not least the genial manager, Mr. J. Brooks, who has always been courteous and who will go to any length of trouble to provide good programmes I am sure at times I have given him quite a few times.

Once again I thank you all.—Yours,
G. H. CARTLIDGE.
Hong Kong, December 6th, 1926.

SOME REFLECTIONS.

THE MORRIS-CARLIDGE FIRST FIGHT.

[BY CARLIDGE.]

Discussing the Cartledge-Morris fight with several local enthusiasts who know pretty nearly as much as there is to know about boxing, it was generally agreed that on Saturday night it would have been better had the referee allowed the fight to end. Their Cartledge-victory would have been more satisfactory.

That is quite true, but at the same time there was no doubt about Cartledge's superiority. The decision, of course, gives Morris an opening to think that he was dealt by unfairly. If he has any such idea he will be almost alone in that thought.

Last Saturday's fight brings to mind the previous contest in which Morris and Cartledge met. That was about a year ago. Morris won on points. Cartledge was blamed throughout for holding, when he was not always guilty. Everybody seemed to be against him. In my account of that fight I stated emphatically that Morris should not have had the decision, and said that a draw would have been fairer. I also stated that much of the holding was done by Morris, and I also referred to his habit of leaning on Cartledge and using his head.

If the spectators who saw both fights will try to remember the incidents of the first, what do they recall? Primarily, of course, there was a Cartledge who was not up to his standard of last Saturday. But again, there was a Morris who did not give anything like a good exhibition. Mark him! With the opening of a round he goes in head slightly down, leans across Cartledge and lashes to the body. He is heavier; he is seemingly stronger. But Cartledge is called to book for holding. I well remember a sentence I used in my account of that fight. "It is ridiculous to suggest," I wrote, "that Cartledge could have held on to Morris and so made it impossible for him to fight for fifteen rounds." The fact was, as I said then, that Morris was holding as much as Cartledge. I was alone in that contention, but it has now been borne out.

The Man's Psychology.

Morris went to the City Hall on Saturday night resolved to carry on the same tactics. Cartledge went determined to make him fight and under a sense of grievance as to the last fight—determined to show that he did not want to hold, that he would stand up to Morris, that if he went down he would do so clearly. And so he vindicated himself.

Jim Cartledge goes home with the best wishes of many friends, and on Saturday night the number of his friends were considerably augmented. Those who were not too fond of Cartledge were willing to pull off their hats to him. I heard some of them say it.

Now, what is going to happen to Stoker Norman Morris? He is thought to fight here, both against Cartledge, and he has certainly not fought up to his reputation.

(Continued on next Column).

GOLF NEWS.

GOVERNOR'S SHIELD RESULTS TO DATE.

FIRST ROUND COMPLETED.

The First Round in the competition for the Governor's Shield has been completed, and we are now able to give the results to date, which are as under:—

B. & S. (H. P. Ireland and W. Ironside) beat Mackinnon, Mackenzie (H. Standage and W. L. Dunbar), 4 and 3. A.F.C. (T. D. E. Pendered and W. A. Butterfield) beat Chartered Bank (T. L. Christie and F. B. Jones), 2 up.

Shewan, Tomes (W. Shewan and J. Coulthart) w.o. Lowe, Bingham & Matthews (A. Ritchie and H. R. Clelland), scratched.

Dodwell & Co. (R. M. Smith and L. C. S. Dodwell) beat Education Department (F. J. de Rome and A. O. Brawn), 5 and 4.

All other entries received byes into the Second Round, and these were as under: R.A.M.C. (Col. Boylan Smith and Major Lynch) v. Prison Dept. (J. W. Franks and Capt. Bloxham); Union Insurance (E. A. Brodie and J. W. Alabaster) v. Bank Line (J. R. Collis and D. Forbes); Jardine, Matheson & Co. (W. B. Cornaby and A. Piercy) v. Hongkong Bank (R. L. Moncrieff and E. D. Black); Johnson, Stokes & Master (D. J. Lewis and L. R. Andrews) v. Vacuum Oil (I. H. Geare and C. C. Stark); B.A.T. (F. A. Perry and S. M. Maves) v. University (M. H. Roffey and C. A. Middleton Smith); P.W.D. (A. E. Lissaman and N. K. Littlejohn) v. Holyoak, Massey (A. K. Mackenzie and C. V. Mark), 5 and 4.

Second Round Results.

In the Second Round results to date are as under:—

R.A.M.C. (Col. Boylan Smith and Major Lynch) beat Prison Department (J. W. Franks and Capt. H. F. Bloxham), 3 and 4.

H.K. & Shanghai Bank (R. L. Moncrieff and E. D. Black) beat Jardine, Matheson & Co. (W. B. Cornaby and A. Piercy), 1 up.

Johnson, Stokes & Master (D. J. Lewis and L. R. Andrews) beat Vacuum Oil Co. (I. H. Geare and C. C. Stark), 3 and 2.

P.W.D. (A. E. Lissaman and N. K. Littlejohn) beat Holyoak, Massey & Co. (A. K. Mackenzie and C. V. Mark), 2 and 1.

Four matches remain to be played in the Second Round.

The Second Round has to be completed by December 18th; the Third Round by January 1st, and the semi-finals by January 15th. The final is fixed for January 30th.

Adamson Cup Competition.

In the Adamson Cup Competition (Junior Section) from November 28th to December 5th, two cards only were taken out, and none were returned.

Ewin's Justification.

It is generally believed that A. B. Ewin gave up the Welterweight Championship because he was afraid of Morris. I was inclined to that view myself, but it was unfair. I learn that Ewin's plea as to his not been able to make the welterweight limit is genuine. It necessitates a great deal of credence. But I gather and seemingly reliably, that the contest was not favoured by those in authority in the Navy. They did not like the idea of two men from the same ship fighting. There is much to say for this stand point. I also learn that it is being mooted to transfer one of the men, temporarily at least to another ship, so that they might meet. Well, if Morris cannot fight better than he did on Saturday night, Ewin will beat him.

A Word For Howard.

I was not impressed by Howard's exhibition on Saturday night. Certainly it was far below his reputation. He seemed sadly out of training and cumbersome. He has a lot of weight to reduce. I also thought his swings rather crude, although I must say he has a good left. There was, however, little doubt that he was far superior to Francis.

I hear it said that Francis gave in because the referee was continually penalising him for holding. What nonsense! I agree that Howard was also guilty in this respect at times, but Francis never looked like winning from the start. He had no confidence in himself, and allowed Howard to do ninety per cent. of the attacking. Francis has challenged Howard to a return bout. The latter should not have much difficulty in winning.

Ewin has accepted Howard's challenge for a middleweight bout. When the fight is staged, it should be well worth seeing. The men meet on December 31st in a 15-round contest for the Middleweight Championship of the Colony.

TRY THE MONT BLANC BRAND.
PURE CONDENSED SWEETENED MILK.

From Cows fed on the Slopes of the Alps—the healthiest pastures in the world.



A. B. MOULDER & CO., LTD.
3rd Floor, China Building.
Tel. C. 331

SOLE AGENTS:

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.
AMERICAN & MANCHURIAN LINE.
FROM NEW YORK.

THE Steamship "COLORADO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 15th December, 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 20th December, 1926, or they will not be recognised.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, at 10.30 a.m. within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 6th December, 1926. (4244)

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.
FROM U. S. A.

THE Steamship "ROSERIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 13th December, 1926, will be subject to Rent.

All Claims against the steamer must be presented to the Underwriter, on or before 20th December, 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 13th December, 1926, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 6th December, 1926. (4235)

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "ASIATIC PRINCE" having arrived from the above Port on 5th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 11th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong. Telephone No. 3168.

Hong Kong, 6th December, 1926. (4232)

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "YORCK" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All Goods remaining undelivered after the 9th of December, 1926, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 6th of December, 1926.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELBORES & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 2nd December, 1926. (4222)



Disfiguring Pimples Healed By Cuticura

Daily use of Cuticura Soap, assisted by Cuticura Ointment when required, not only soothes and heals unsightly and annoying pimples and irritations on neck and face, but tends to prevent such conditions. Nothing purer, more economical or more satisfactory than these fragrant emollients.

Search Ointment, Talcum sold throughout the world. British Patent. P. M. & S. Co., Ltd., 25, Abchurch Lane, London, E.C. 4.

Try the Cuticura Shaving Stick.

TO-DAY'S ACCIDENT

IS NOT COVERED

BY

TO-MORROW'S

POLICY

INSURE WITH

GILMANS.

OCEAN COMPREHENSIVE

POLICIES.

(25)

You will feel As Different Again!

Are you feeling out-of-sorts? Is your appetite poor and your digestion disordered? Have you lost your energy, your interest and your bright, cheerful disposition?

If that is so, see what Beecham's Pills will do for you.

By taking this famous family remedy "you will feel as different again."

It will put your digestive organs right. It will clear out of your system the waste and poisonous matter that has been allowed to accumulate. It will stimulate, invigorate and tone up your whole physical and nervous system.



THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELTA"

Captain E. SUDDELL, R.N., commanding His Majesty's Mail, will be despatched from this Port on or about THURSDAY, the 9th DECEMBER, 1926, at Noon, taking Passengers and Cargo for the above Ports.

Six Valuable and Real for Italy, France and London (under arrangement) will be shipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the Day before Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 3rd December, 1926. (4227)

OVER HALF A CENTURY REPUTATION FOR THE TREATMENT OF ALL SKIN DISEASES. DR. LE CLERC'S PILLS FOR THE TREATMENT OF ALL SKIN DISEASES. DR. LE CLERC'S PILLS FOR THE TREATMENT OF ALL SKIN DISEASES. DR. LE CLERC'S PILLS FOR THE TREATMENT OF ALL SKIN DISEASES.

SPORTING POLICE AT CAMBRIDGE.

ENJOY GUY FAWKES RAG.

As a sequel to the Guy Fawkes "rag" at Cambridge to which reference was made in our issue of yesterday, 49 undergraduates were fined at the local police court. The heaviest fine was one of £10 for assaulting a policeman.

The mayor, who tried the cases, witnessed the struggles of the night before from a Guildhall window. The tribute which he paid to the patience of the police was endorsed by all the undergraduates.

Police-Constable Woods, who while chasing to an undergraduate went down with his man four times in twenty minutes, told the Bench that he had had "a pleasant struggle."

No one was sent down from the university as a result of the "rag."

HOW THE "VALERIAN" SANK.

EVERY MAN AT HIS POST.

COURT MARTIAL STORY.

A court-martial at Bermuda honourably acquitted the survivors of H.M.S. Valerian, which went down on October 22nd, finding that everything possible was done for the safety of the ship, that all were at their posts until the last, and that naval traditions were maintained by their exemplary conduct.

The report of Commander Usher on the sinking of his ship and the events that led up to it says the scarcity of coal in the Bahamas necessitated his sailing with bunkers so depleted that economical steaming was essential.

When 200 miles from Bermuda he received warnings and increased his speed to 9½ knots maximum with one boiler.

On receiving further warnings he started a second boiler, and by midnight was steaming at a rate of 11½ knots. His bearings becoming heated, he slowed down to 10 knots.

The ship was five miles from Gibbs Hill on Friday at 8 a.m., and there was every expectation of making port as the conditions were not indicative of the violence of the approaching storm.

A subsequent message showed the impossibility of their arriving so he headed south-east. With the wind increasing steaming was not to be secured with the maximum engine power at their disposal. The ship was seaworthy until one o'clock when a series of squalls beginning description ensued.

The Valerian heeled over 70 degrees but righted again. Then there were more squalls and the engines stopped though no breakers could be seen. She turned over slowly and her funnels became submerged, her boilers exploded, and she sank.

The men who got on rafts were tossed about and turned over day and night until H.M.S. Capetown arrived at 10 on Saturday just when the exhausted survivors were beginning to lose their hold. On the commander's raft 12 were saved out of 28.

Survivors say that the commander sank with the ship, clinging to the bridge, was washed off, and hit his head but caught hold of a raft.

MAORI FOOTBALLERS IN ENGLAND.

DOWN WITH BAD COLDS.

SOME OF THEIR DIFFICULTIES.

The Maori Rugby footballers visiting England were, in the early part of last month, nearly all suffering from bad colds.

It is not an easy thing to play Rugby against some of the best teams we have met in these circumstances," said Mr. Parata, the manager of the team, to an Evening Standard representative.

"One really cannot wonder that we are a little tired. Most of the men have been playing since April, and in the South of France the weather was so hot that we had hardly a night's rest. We ought to have played tennis or cricket instead."

Good English Forwards.

"Up to the present we have been very impressed with English football. In my opinion, the English and Welsh forward work is better than any I have ever seen. They seem to move in such concerted attacks, and they are very quick."

"In the back line the Maoris beat you easily. Your teams seem to take very little notice of the backs, and they move very much as the forwards."

"Of course, it has been a little disconcerting to have to combat against so many different forms of rules during our stay. We never quite know where we are. The worst of all, however, was in Paris, where the referee could not speak English and we could not speak French. We simply had to consent to what he said without question."

The Unconventional Game.

"We are so busy—that this tour is work all the time—that we have had hardly a chance of sightseeing. Some of the boys have managed to get round London, and as they are so tired we are not having a practice game at Richmond to-day. We shall just rely on our daily turn of physical 'jerks'."

"I am sorry that we have been rather opposed by the critics of the game over here. Down under we play, I admit, a rather unconventional game, and we have tried to do the same here. We aim at giving each player something to do and some responsibility in tactics. If we do not seem to gain anything by a piece of strategy, we do really, for we are tiring the other side out."

ADVENTURE KILLS A WOMAN WRITER.

STRAIN OF NAVIGATING A YACHT FROM THE BALTIC.

MISS KNOWLES FOSTER.

Miss Francis Knowles Foster, a famous yachswoman, traveller and novelist, has died at her house, The Tapestry Hall, Old Windsor, from the strain of her last adventure, a voyage from the Thames to the Baltic and back.

She took her little motor-sailing yacht the *Enchantress* to Stockholm last year through gales and heavy seas.

The boat was left there in the ice, and in June, accompanied by her uncle, Commander Derwent-Simpson, and a boy to do rough work, she returned to Stockholm, and began an adventurous voyage through the Baltic, and then across the North Sea to the Thames.

It was a strenuous trip, many storms being encountered. Miss Knowles Foster did all the work of navigation, and much of the handling of the yacht.

Home—Then Fainted.

She was worn out when she returned to her home. The yacht had hardly been made fast at Old Windsor before Miss Knowles Foster fainted.

She had a serious nervous breakdown, and, despite the attentions of Sir Thomas Herder and other specialists, shortly afterwards succumbed.

Miss Knowles Foster came from a prominent North of England family, and is the author of several books. She was a Fellow of the Royal Geographical Society, and planned her adventurous voyage in search of material for a novel and a travel book.

Miss Knowles Foster's adventures included a petrol fire in the engine-room of the 40ft. *Enchantress* when off the Dutch coast to a crash in the Kiel Canal.

On the last stage of the voyage she tore a muscle and broke a finger, and it was while suffering from these adventures that she navigated the yacht up the Thames to Old Windsor. She is the only woman to have navigated her own vessel without a pilot through the treacherous Swedish archipelago.

The Sign of THE ADVERTISING and PUBLICITY BUREAU Alexandra Buildings.

The Advertising Agency

...that supplies Advertisers with a Complete Service of Original Copy, Ideas, and Designs for Posters and Blocks,

...that checks all insertions in Foreign and Chinese papers for its Clients,

...that has an unrivalled and extensive knowledge of the best media for all classes of Advertisers,

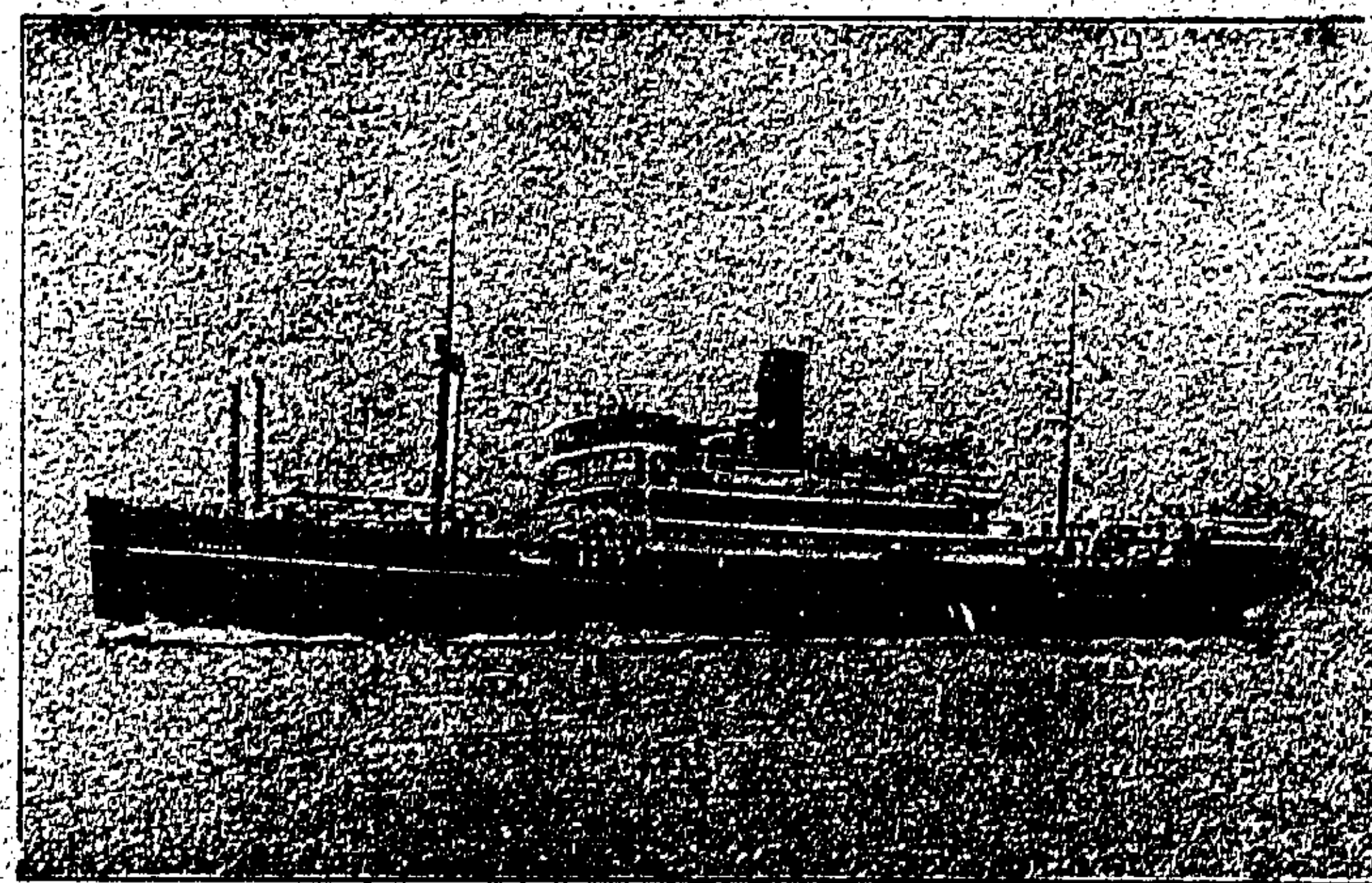
...that being independent, can place all this knowledge and experience at the free disposal of its Clients, ensuring that the money they spend on Advertising will bring them the best possible return.

Telephone Central 30.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESSES: "MANIFESTO" HONG KONG. CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkin's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

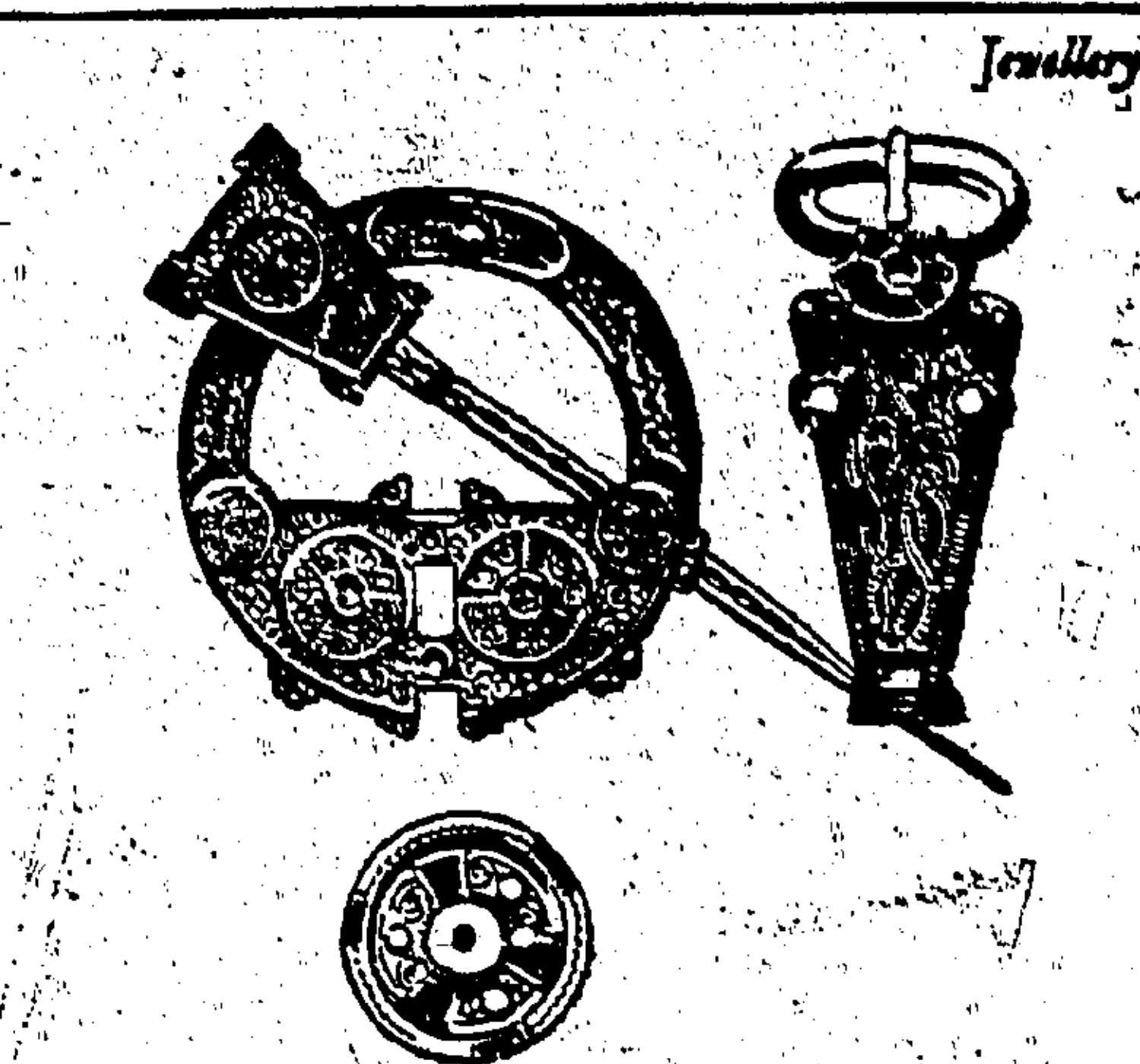


S.S. "CHANGTE."

BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONG KONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONG KONG



HANDCRAFT

ancient and modern

The delicate art of the Saxon Silversmith has produced many miracles of design, each of a perfection that could only be attained by handcraft.

Similarly, because State Express Cigarettes are 'made by hand—one at a time' they have achieved the perfection for which they alone are so justly famous.

STATE EXPRESS VIRGINIA CIGARETTES 555

Made by hand—One at a time! ARDATH TOBACCO CO., LTD., LONDON

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "AFRIKA"

will be loading for ST. NAZAIRE, ROTTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS. On or about 22nd December, 1926.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Malaya"	10th December	—
M.S. "Java"	10th January, 1927	—
M.S. "Danmark"	20th January, 1927	—

Subject to change without notice.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Agents

SHIPPING NEWS.

ARRIVALS.

December 6th.

Albert Sarrant, French str., 1,354 tons, Capt. Cleinance, from Saigon, which port she left on November 30th, with rice and general cargo, lying at buoy No. C43.—Hock Nguan Seng.

Ariatic Prince, British motor ship, 3,874 tons, Capt. E. E. Jones, from New York and Shanghai. The latter port she left on December 3rd, with 150 tons of general cargo, lying at buoy No. A4.—Furness (Far East).

Eiger, Norwegian str., 875 tons, Capt. H. Pettersen, from Canton, with a general cargo, lying at buoy No. C44.—Karatsu Larsen & Co.

Fengle, Chinese str., 1,285 tons, Capt. T. Mori, from Saigon, which port she left on November 30th, with a cargo of rice, lying at buoy No. C37.—Yue Tai Hong.

Liangchow, British str., 1,230 tons, Capt. O. H. Jones, from Canton, with a general cargo, lying at buoy No. B7.—B. & S.

New Mathilde, British str., 848 tons, Capt. E. G. Rapley, from Haiphong, with general cargo and fowls, lying at buoy No. C40.—Yick Tai S.S. Co.

Sunkong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. C38.—Man Yick S.S. Co.

Tak Ming, Chinese str., 105 tons, Capt. Cheng Yung Fat, from Amoy, with a general cargo, lying at Luen Cheung Wharf.—Fook Hoi S.S. Co.

Talamba, British str., 3,814 tons, Capt. J. A. Wright, from Kobe via Swatow. The former port she left on November 29th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

December 6th.

Doo Tye, Chinese str., 745 tons, Capt. A. Lashovetsky, from Hobeih, with a general cargo, lying at buoy No. C42.—Tay Sing S.S. Co.

Fortuna, Norwegian str., 1,495 tons, Capt. H. Ipland, from Chinwangtao and Shanghai. The latter port she left on November 30th, with a cargo of coal, lying at Wanchai.—Jensen & Co.

Kaying, British str., 1,572 tons, Capt. F. Lovegrove, from Bangkok and Swatow, with a general cargo, lying at buoy No. B13.—B. & S.

President Hayes, American str., 6,195 tons, Capt. J. J. Cadogan, from San Francisco. The latter port she left on November 6th, with 1,200 tons of general cargo, lying at Kowloon Wharf.—Dollor S.S. Co.

Roko Maru, Japanese str., 2,356 tons, Capt. R. Subana, from Dairen, which port she left on November 30th, with a general cargo, lying at buoy No. B20.—M. B. K.

St. Albans, British str., 4,119 tons, Capt. G. L. Smith, from Melbourne and Manila. The former port she left on November 14th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Tijmaniek, Dutch str., 3,510 tons, Capt. H. de Jonge, from Batavia and Balikpapan. The latter port she left on November 28th, with sugar and general cargo, lying at buoy No. 38.—J.C.J.L.

Tunglee, Chinese str., 682 tons, Capt. T. Oyama, from Canton, with a general cargo, lying at buoy No. C41.—Yue Tai Hong.

CLEARANCES.

December 6th.

Ariatic Prince, for Manila.

Changchow, for Saigon.

Eiger, for Canton.

Eldridge, for Manila.

Hydrangea, for Kwang Chow Wan.

Kut Sang, for Singapore.

President Hayes, for Manila.

President Jackson, for Shanghai.

Shirala, for Amoy.

Soochow, for Canton.

Sungshan Maru, for Swatow.

Sunkong, for Kwang Chow Wan.

Takwa Maru, for Canton.

Tong Lee, for Shanghai.

Truro City, for Kobe.

PASSENGERS.

Per s.s. *St. Albans*, for Australia via ports:—Mr. J. Hill, Mrs. W. J. Liley, Mr. W. D. Jones, Miss E. M. and Miss F. M. Backhouse, Miss M. Drury, Mr. E. A. Laggatt, Mr. H. E. Orr, Mr. H. C. J. Asher, Mrs. Asche and two children, Mrs. K. McIntyre, Mr. A. McIntyre, Mrs. V. E. Turner, Mr. C. Wasile, Mr. P. Ryan, and Mr. and Mrs. C. Trucane.

DEPARTURES.

Per s.s. *Tanda*, on December 4th, for Australia via ports:—Mr. C. F. Aris, Mr. J. S. Scott, Mr. B. Brampton, Mr. Amelio Andres, Mr. C. B. Humphreys, Mr. G. B. Laird, Mr. Joseph Howard, Mrs. A. Prokofeva, Rev. and Mrs. Robinson and infant, Mr. and Mrs. Robinson, Mr. E. Embury, Mr. and Mrs. G. B. Marsh and infant, Master G. March, Misses D. and M. Marsh, Mr. W. H. Saunders, Mr. and Mrs. H. M. Marshall, and Mr. J. H. Houstoun.

Per s.s. *President Jackson*, on December 6th, for Seattle via ports:—Mr. R. R. Hancock, Mr. and Mrs. W. B. Mowle, Mr. C. P. Dawson, Mr. E. C. Williams, Miss M. Raza, Mr. Johnson, Comdr. Davis, Mr. M. H. Schulz, Mr. and Mrs. E. V. Salzman, Mr. and Mrs. Charles Hugo, Mr. and Mrs. Ernest Seifert, Rev. and Mrs. C. E. Arrowsmith, Master K. and V. Arrowsmith, Mrs. J. P. Miller, Miss June Miller, Mr. J. E. Algor, Mr. Jay W. Meyers, Mr. E. C. Greiner, Mr. Lienhard, Mr. J. R. Hinton, Mr. Chas. S. Roselle, Mr. and Mrs. E. J. Lloyd, Mr. H. M. A. Day, Mrs. Ida F. Miner, and Mr. P. A. Warren.

HONG KONG SHIPPING.

WEEK-END RETURNS.

During the 24 hours ended at 9 a.m. on Sunday, cargo for both local discharge and ports beyond remained below the average. There were only 5,439 tons of general merchandise discharged here, of which, 4,439 tons were carried by 5 British steamers, and 1,000 tons by one American vessel. The best returns were shown by the s.s. *Pheupena* (British) from Saigon, which brought 1,730 tons, and the *Sirala*, a British vessel from Calcutta and Singapore brought 1,500 tons.

For ports beyond there were 7,190 tons manifested on vessels passing through Hong Kong. Two British vessels carried 5,130 tons, and the balance of 2,060 were on the *Eldridge*, an American steamer from Seattle and Amoy.

Yesterday's returns for the 24 hours ended at 9 a.m. showed that freights for the Colony have returned to the usual average. There were a total of 17,018 tons of general cargo imported into Hong Kong with 7,572 tons on 5 British vessels.

The three best returns were 2,600 tons from the *Tijmaniek*, a Dutch boat from Batavia, 2,416 tons from the Indo-China coastal steamer *Chiy Wang* from Kien-tsin and Weihaiwei, and 2,000 tons from the *Kaying*, from Bangkok and Swatow.

During the same period under review, cargo for ports beyond were still below the usual average. Through freights manifested on steamers passing through Hong Kong totalled 6,950 tons. Three British vessels were responsible for 2,808 tons.

During the 24 hours ended at 9 a.m. yesterday, there were 25 arrivals and 29 departures. They were: British, 19 arrivals and 5 departures; Japanese, 1 arrival and 9 departures; Norwegian, 2 arrivals and 2 departures; Chinese, 5 arrivals and 4 departures; Dutch, 1 arrival and 1 departure; French, 1 arrival and 3 departures; German, 1 arrival and 1 departure; Portuguese, 1 departure; American, 2 arrivals and 2 departures; Swedish, 1 departure.

Vessels in port totalled 67, of which, 34 were British; 2 American; 1 German; 1 Panama; 2 Norwegian; 1 Japanese; 17 Chinese; 5 Dutch; 2 Portuguese; 2 French.

The tabulated lists of arrivals and clearances will be found in another column.

SHIPPING NOTES.

During the week-end there were a total of 3,090 deck passengers brought into the Colony, of which, 1,489 and 476 were carried by the *Sirala* from Calcutta and Singapore, and the *Talamba*, from Kobe and Amoy respectively.

The s.s. *Roko Maru* arriving from Dairen yesterday brought 4,473 tons of general cargo for local discharge.

From New York and Hobeih, the s.s. *Queric* (British) came into port yesterday with 77,000 cases of oil and 425 tons of canned goods for Hong Kong. The vessel also has on board 570 tons of tobacco and general merchandise, 2,000 drums of refined oil, and 20,250 cases of kerosene oil for Shanghai. For Amoy she has 100 tons of general cargo.

At the Marine Court yesterday morning, before Lieut.-Comdr. G. F. Hole, R.N., a fishing junk master was fined \$10 or ten days' hard labour for carrying 300 tons of salt without a licence.

The captain of the s.s. *Kaying*, from Bangkok, reports that one death occurred on board, from natural causes.

SHIPPING MOVEMENTS.

The N.D.L. s.s. *Coblentz* left Shanghai on the 6th inst., and is expected in Hong Kong on Thursday morning. She will sail for Europe via Manila, Singapore, etc., on the 10th at 8 a.m.

The R.M.S. *Empress of Canada* left Vancouver for Hong Kong, via Japan ports and Shanghai on December 4th, and is due here on December 23rd.

The P. & O. s.s. *Nyanza* left Singapore for this port on December 4th, and is due here on December 10th, at about 6 a.m.

The P. & O. s.s. *Malwa* left Singapore for this port on the 6th inst., at 3 p.m., with the outward English mails, and is due here on the 10th inst., at 6 a.m.

The B.L. s.s. *Talamba* will leave for Singapore, Penang and Calcutta tomorrow (Wednesday), at noon.

The E. & A. s.s. *St. Albans* will leave for Moji, Kobe and Yokohama this (Tuesday) afternoon, about 4 o'clock.

SUNRISE AND SUNSET IN HONG KONG.

FOR DECEMBER, 1926.

(STANDARD TIME OF 120TH MERIDIAN, OF GREENWICH.)

Date.	Sunrise.	Sunset.
December 7th.....	6.50 a.m.	5.39 p.m.
8th.....	6.51 "	5.39 "
9th.....	6.51 "	5.39 "
10th.....	6.52 "	5.40 "
11th.....	6.53 "	5.40 "
12th.....	6.53 "	5.40 "
13th.....	6.54 "	5.40 "
14th.....	6.54 "	5.41 "
15th.....	6.55 "	5.41 "
16th.....	6.55 "	5.41 "
17th.....	6.56 "	5.42 "
18th.....	6.57 "	5.42 "
19th.....	6.57 "	5.43 "
20th.....	6.58 "	5.43 "
21st.....	6.58 "	5.44 "
22nd.....	6.59 "	5.44 "
23rd.....	6.59 "	5.45 "
24th.....	7.00 "	5.45 "
25th.....	7.00 "	5.45 "
26th.....	7.01 "	5.46 "
27th.....	7.01 "	5.47 "
28th.....	7.01 "	5.47 "
29th.....	7.02 "	5.48 "
30th.....	7.02 "	5.48 "
31st.....	7.03 "	5.49 "

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA AND VANCOUVER.

STRAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EMPEROR OF ASIA	Jan. 6	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPEROR OF CANADA	Jan. 26	Jan. 28	Jan. 31	Feb. 3	Feb. 13
EMPEROR OF RUSSIA	Feb. 9	Feb. 11	Feb. 14	Feb. 17	Feb. 27
EMPEROR OF ASIA	Mar. 2	Mar. 4	Mar. 7	Mar. 10	Mar. 20
EMPEROR OF CANADA	Mar. 22	Mar. 24	Mar. 27	Mar. 30	Mar. 40
EMPEROR OF RUSSIA	Apr. 5	Apr. 7	Apr. 10	Apr. 13	Apr. 23
EMPEROR OF ASIA	Apr. 19	Apr. 21	Apr. 24	Apr. 27	May 7
EMPEROR OF CANADA	May 3	May 5	May 8	May 11	May 21
EMPEROR OF RUSSIA	May 17	May 19	May 22	May 25	June 4
EMPEROR OF ASIA	June 3	June 5	June 8	June 11	June 21
EMPEROR OF CANADA	June 23	June 25	June 28	July 1	July 11
EMPEROR OF RUSSIA	July 7	July 9	July 12	July 15	July 25

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

CONNECTING SAILING ST. JOHN TO LIVERPOOL.

MONTROSE	February 4	MONTROSE	April 3
MONTNAIR	February 19	MONTLOARE	April 13
MONTOLM	March 12	MINNEBA	May 13

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.

Early application for Space is advisable.

SPECIAL FARES TO EUROPE.

£120 £112 £83

HONGKONG-MANILA SERVICE.

Leave Hongkong.	Arrive Manila.	Leave Manila.	Arrive Hongkong.
Dec. 25	Dec. 27	Dec. 28	Dec. 30

CANADIAN PACIFIC EXPRESS.

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER. THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 762. Cabin: GAUAPAC. Freight and Express: Tel. C. 42. Cabin: NAUTIBUS. [15]



SERVICES CONTRACTUELS.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hg. Kg. and Sailing for S'nal. and Japan.	Probable Sailings from Hong Kong for Marseilles.
PAUL LECAT	7th Dec., 1926.
GENERAL METZINGER	21st Dec., "
AMAZONE	4th Jan., 1927.
ANGERS	19th Jan., "
D'ARTAGNAN	1st Feb., "
SEPHIN	15th Feb., "
ANGKOR	1st Mar., "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance.)
A Class (1st Class) ... 93. 00. Od.
B Class (2nd Class) ... 70. 00. Od.
C Class (3rd Class) ... 61. 00. Od.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "DR. P. BENOIT" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd December.

Sailings subject to alteration without notice.
For full Particulars, apply to: MESSAGERIES MARITIMES CO., 3, QUEEN'S BUILDING, Telephone Central 740. CONSIGNATION-TRANSIT-REPRESENTATION.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, December 6th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.94	29.90	29.87
Temperature	73	65	69
Humidity	78	91	79
Wind Direction	W	ESE	NNE
Force	2	1	0
Weather	B	B	O
Rain	0.00	0.00	0.00

Highest open-air Temperature on 5th ... 72
Lowest open-air Temperature on 5th ... 63

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONG KONG TIDE TABLE.

From December 7th to 13th, 1926.

HIGH WATER. LOW WATER.

Days of Week.	Date of Month.	H. Kong. Standard Time.	Height.	H. Kong. Standard Time.	Height.
Tues.	7	h. m.	ft. in.	h. m.	ft. in.
Wed.	8	10 29	4 7	4 59	0 9
Thurs.	9	10 52	4 5	4 59	0 8
Fri.	10	11 39	7 9	4 59	3 9
Sat.	11	2 53	4 5	7 40	1 1
Sun.	12	0 33	7 4	5 46	4 2
Mon.	13	1 44	6 8	6 48	4 4
		4 50	6 0	8 48	4 5
		5 38	5 4	10 51	4 1

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SHANGHAI via SWATOW	"FOOSHING"	Tuesday	7th Dec.	at Noon.
SANDAKAN	"HINSANG"	Tuesday	7th Dec.	at 3 p.m.
TIENTSIN	"OHIPSHING"	Thursday	9th Dec.	at 7 a.m.
CANTON	"YATSEING"	Thursday	9th Dec.	at 7 a.m.
TSINGTAU via SWATOW	"WAISEING"	Friday	10th Dec.	at Noon.
SHANGHAI	"HOSANG"	Saturday	11th Dec.	at 7 a.m.
KOBE via AMOY	"SUISANG"	Saturday	11th Dec.	at 3 p.m.
STRAITS & CALCUTTA	"BANGSANG"	Tuesday	14th Dec.	at 9 a.m.
BANGKOK via SWATOW	"KWONGSANG"	Tuesday	14th Dec.	at 10 a.m.
SHANGHAI via HOIHOW	"MINGSANG"	Thursday	16th Dec.	at 9 a.m.
TSINGTAU via SWATOW	"HOPSANG"	Friday	17th Dec.	at 10 a.m.
SHANGHAI	"KUMSANG"	Saturday	18th Dec.	at 7 a.m.
OSAKA via SHANGHAI	"CHEONGSANG"	Monday	20th Dec.	at Noon.
MOJI & KOBE	"MAUSANG"	Wednesday	22nd Dec.	at 2 p.m.
TIENTSIN	"NAMSANG"	Friday	24th Dec.	at 7 a.m.
SANDAKAN	"LAISANG"	Tuesday	28th Dec.	at 3 p.m.
STRAITS & CALCUTTA				

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel.	Due Hong Kong.	Vessel.	Discharges.	Leaves H. Kong.
"GLENSHIEL"	8th Dec.	"GLENTERA"	...	25th Dec.
"PEMBROKESHIRE"	26th Dec.	"GLENHIEL"	...	26th Jan.
"GLENIFFER"	6th Jan.	"GLENHIEL"	...	26th Jan.
"GLENOGLE"	20th Jan.	"GLENHIEL"	...	26th Jan.
"GLENAMOY"	6th Feb.	"GLENHIEL"	...	26th Jan.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3696.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

LOADING DIRECT FOR ALGIERS, ORAN, VALENCIA, AMSTERDAM, HAMBURG AND SCANDINAVIA.

m.v. "AGRA" ... Loading About 30th December
m.v. "FORMOSA" ... Loading About 15th January, 1927

FOR SHANGHAI AND JAPAN PORTS.

m.v. "FORMOSA" ... Loading About 18th December

For further particulars, apply to the Agents—

GILMAN & CO., LTD.

Hong Kong.

G. E. HUYGEN.

Canton.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due to-day at 7 a.m.
Formosa (Swedish East Asiatic), due December 13th.

ON SALE.

HONG KONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1925.
Revised by Members.
PRICE 85
Daily Press Office

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF TOKIO" ... For Marseilles, London, Hamburg & Havre ... 18th Dec.
S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... 18th Jan.
Passenger Service
S.S. "CITY OF LAHORE" ... London, Havre, Rotterdam & Hamburg ... 9th February.
FARES to LONDON: 1st Class £72, 2nd Class £49 10s.
S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & Hamburg ... 24th March.
FARES: 1st Class to Marseilles £79; to LONDON £80.
2nd Class to Marseilles £51; to LONDON £55.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "COLORADO" ... via Suez Canal ... 31st December.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU Tuesday, 11th Jan. at Noon
TENYO MARU Monday, 24th Jan. at Noon
KOROA MARU Sunday, 31st Jan. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU Thursday, 16th Dec. at Noon
RAKUYO MARU Wednesday, 12th Jan. at Noon
MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.
KASHIMA MARU Saturday, 18th Dec. at 11 a.m.
HAKONE MARU Saturday, 1st Jan.
SUWA MARU Saturday, 15th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 22nd Dec. at 11 a.m.
AKI MARU Wednesday, 19th Jan. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU Tuesday, 8th Dec.
ASUKA MARU Wednesday, 12th Jan.
BUENOS AIRES via Singapore, Darba & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU Friday, 31st Dec.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU Saturday, 11th Dec.

YAMAGATA MARU Saturday, 18th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

KWATO MARU Thursday, 9th Dec.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Saturday, 18th Dec.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU Monday, 13th Dec.

BANGKOK MARU (Mojito direct) Tuesday, 14th Dec.

MORIOKA MARU Wednesday, 22nd Dec.

HAKOZAKI MARU Monday, 27th Dec.

For further information, apply to NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depots).

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

NEW YORK

PHILADELPHIA

M.V. "ASIATIC PRINCE" 8th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

(19)

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT McKINLEY" Dec. 18th, 5 p.m.

"PRESIDENT JEFFERSON" Dec. 30th, 5 p.m.

TO EUROPE—ELIZABETH

First Class on the Pacific. First Class on American or Canadian Railways. First Class on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT McKINLEY" Dec. 10th, 5 p.m.

"PRESIDENT JEFFERSON" Dec. 22nd, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 795

(18)



HOLLAND EAST ASIA LINE

of the United Netherlands

Navigation Company.

Regular Four-weekly service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore

and

Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OLDEKERK" 25th December.

ARRIVALS FROM EUROPE:

s.s. "GEMMA" 14th December.

s.s. "ZOSMA" 11th January, 1927.

s.s. "OSTERK" 8th February.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Address: Central No. 1574.

Agents.

York Building.

(11)

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, BUBOPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	9th Dec. Noon	Singapore, Penang, Colombo and Bombay.
"MAEDONIA"	11,089	11th Dec. Noon	Marseilles and London.
"NELORE"	6,852	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London, Antwerp and Hull.
"MIRZAPUR"	6,715	31st Jan.	Marseilles, London, Antwerp and Hull.
"NANZA"	7,043	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	8,155	25th Jan.	Singapore, Penang, Colombo and Bombay.
"MOORE"	10,915	10th Feb.	Marseilles and London.
"DELTA"	8,097	12th Feb.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"NELORE"	6,852	3rd March	Singapore, Penang, Colombo and Bombay.
"MANTUA"	10,902	5th March	Marseilles and London.
"KASHMIR"	9,005	12th March	Marseilles, London, Antwerp and Hull.
"NANZA"	7,043	17th March	Singapore, Penang, Colombo and Bombay.
"MONGOLIA"	16,504	19th March	Marseilles and London.
"MAEDONIA"	11,120	22nd April	Marseilles and London.
"DEVANHA"	8,155	9th April	Marseilles, London, Antwerp and Hull.
"KALYAN"	9,144	15th April	Marseilles, London and Antwerp.
"DELTA"	8,097	22nd April	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	30th April	Marseilles and London.
"KHIVA"	9,135	15th May	Marseilles, London and Antwerp.
"MOORE"	10,915	22nd May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Smyrna, and other Levant Ports by steamers of the Red Sea Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS		
"TALAMBA"	8,018	8th Dec. Noon
"TALMA"	10,000	10th Dec.
"SHIRALA"	7,841	20th Dec.
"TAKLIWA"	7,906	2nd Jan.
"TAKADA"	6,949	9th Jan.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)		
"ST. ALBANS"	4,500	31st Dec.
"ARAFURA"	4,500	25th Jan.
"TANZA"	4,500	4th Mar.
"ST. ALBANS"	4,500	1st April
"ARAFURA"	4,500	15th April
"TANZA"	4,500	3rd June, 4 p.m.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S. Co., Ltd., steamers will also call at Shanghai, Manila, Cebu, Kolambagan, Tawau, Timor, Durwin, or other ports en route as indicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The E. & O. Royal Mail Steamers to London via Suez Canal.
The E. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SHIRALA"	7,841	7th Dec. 6 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	7th Dec. 4 p.m.	Moji, Kobe and Yokohama.
"MALWA"	10,941	10th Dec. 4 p.m.	Shanghai, Moji and Kobe.
"NANZA"	7,043	10th Dec. 4 p.m.	Moji and Kobe.
"KASHMIR"	9,005	13th Dec.	Shanghai, Moji and Kobe.
"TAKLIWA"	7,906	14th Dec.	Kobe.
"TAKADA"	6,949	22nd Dec.	Kobe.
"KALYAN"	9,144	22nd Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	4,500	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOORE"	10,915	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	7th Jan.	Shanghai, Moji and Kobe.
"KASHMIR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"DELTA"	8,097	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	21st Jan.	Shanghai, Moji and Kobe.
"NELORE"	6,852	5th Feb.	Shanghai, Moji and Kobe.
"TANZA"	4,500	5th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai and Kobe.
"NANZA"	7,043	18th Feb.	Shanghai, Moji and Kobe.
"MAEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KALYAN"	9,144	15th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"DELTA"	8,097	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	4,500	5th April	Moji, Kobe, Osaka and Yokohama.

All rates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Hongkong must deliver their own Hotel expenses at Singapore while awaiting the steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australia Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 8 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Road Central, HONGKONG.

Agents.

(1)

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"YANGTZE" Via Suez Canal 17th December.

"COLORADO" Via Suez Canal 21st December.

"CANPA" Via Suez Canal 14th January.

"CYCLOPS" Via Suez Canal 25th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, on THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

CHINA NAVIGATION CO., LIMITED.

AMOI & SHANGHAI	"SUIYANG"	On 8th Dec.	6 a.m.
BANGKOK	"KWEIYANG"	On 8th Dec.	6 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	On 9th Dec.	10 a.m.
HONGKONG & HAIPHONG	"TAIHING"	On 9th Dec.	Noon.
SHANGHAI	"SZECHUEN"	On 11th Dec.	6 a.m.
SWATOW, SHANGHAI & TSINGTAO	"KANCHOW"	On 12th Dec.	10 a.m.
SWATOW & BANGKOK	"KATYING"	On 12th Dec.	10 a.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 13th Dec.	6 a.m.
AMOI & SHANGHAI	"SEANTUNG"	On 14th Dec.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURIOHOW"	On 14th Dec.	6 a.m.
BANGKOK	"ORINHUA"	On 15th Dec.	6 a.m.
SWATOW & SHANGHAI	"SINKIANG"	On 16th Dec.	10 a.m.
SWATOW, SHANGHAI & TSINGTAO	"LUCHOW"	On 16th Dec.	10 a.m.
TSINGTAO & DALNY	"KALGAN"	On 19th Dec.	10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 19th Dec.	10 a.m.

RAILWAY PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$80 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone: CENTRAL 25. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. (4)

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE OF DEPARTURE OR ABOUT	DATE OF ARRIVAL OR ABOUT
CHANGTE	10th December	17th December
TAIPING	8th January	14th January
CHANGTE	8th February	15th February
TAIPING	11th March	18th March

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 38. Agents.

(1)

DODWELL & CO., LTD.

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ

S.S. "BOWES CASTLE" on or about middle of Dec.

(1)

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FUMME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.

S.S. "VENEZIA" Sails on or about 9th December.

M.V. "ROMOLO" Sails on or about 6th January, 1927.

S.S. "FIUME" Sails on or about 5th February, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.

M.V. "ESQUILINO" Sails on or about 10th December, 1926.

S.S. "VENEZIA" Sails on or about 7th January, 1927.

M.V. "ROMOLO" Sails on or about 4th February, 1927.

S.S. "FIUME" Sails on or about 4th March, 1927.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS

"UMZUMBI" Sails from Calcutta mid of December.

"UMSINGA" Sails from Calcutta 31st January, 1927.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1080. Agents.

</

N.Y.K. LINE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 11th Jan. at Noon
TENYO MARU ... Monday, 24th Jan. at Noon
KOREA MARU ... Sunday, 6th Feb. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUO MARU ... Thursday, 16th Dec. at Noon
RAKUYO MARU ... Wednesday, 12th Jan. at Noon

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

KASHIMA MARU ... Saturday, 18th Dec. at 11 a.m.
HAKONE MARU ... Saturday, 1st Jan.
SUWA MARU ... Saturday, 15th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Dec. at 11 a.m.
AKI MARU ... Wednesday, 19th Jan. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 28th Dec.
ASUKA MARU ... Wednesday, 12th Jan.

BUENOS AIRES via Singapore, Darban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Friday, 31st Dec.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Saturday, 11th Dec.

YAMAGATA MARU ... Saturday, 18th Dec.

CALCUTTA via Singapore, Penang & Bangkok.

KWAYO MARU ... Thursday, 8th Dec.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 18th Dec.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU ... Monday, 13th Dec.

RANGOON MARU (Mojit direct) ... Tuesday, 14th Dec.

MORIOKA MARU ... Wednesday, 22nd Dec.

HAKOZAKI MARU ... Monday, 27th Dec.

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.)

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON

NEW YORK

PHILADELPHIA

M.V. "ASIATIC PRINCE" ... 6th December, 1926

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT MCKINLEY" ... Dec. 18th, 5 p.m.

"PRESIDENT JEFFERSON" ... Dec. 30th, 5 p.m.

TO EUROPE—ELIZABETH

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT MCKINLEY" ... Dec. 10th, 5 p.m.

"PRESIDENT JEFFERSON" ... Dec. 22nd, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 735

[18]

HOLLAND EAST ASIA LINE

of the United Netherlands Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore

and Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and

North Continental Ports

SAILINGS FOR EUROPE:

"OLDEKERK" ... 25th December.

ARRIVALS FROM EUROPE:

"GEVMA" ... 14th December.

"ZORN" ... 11th January, 1927.

"GOSTERK" ... 8th February.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No. 1574.

Agents.

Yick Building.

[11]

P. & O. British India Appear and Eastern & Australian Lines

COMPANIES INCORPORATED IN ENGLAND.
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, COIN,
STANTINOPLE, GREECE, LEBANON, PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	9th Dec. Noon	Singapore, Penang, Colombo and Bombay.
"MADEIRA"	11,039	11th Dec. Noon	Marseilles and London.
"NILE"	6,952	23rd Dec.	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London, Antwerp and Hull.
"MIRZAPUR"	8,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,043	6th Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	12th Jan.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	8,155	20th Jan.	Singapore, Penang, Colombo & Bombay.
"MORRA"	10,918	26th Feb.	Marseilles and London.
"DELTA"	8,097	10th Feb.	Singapore, Penang, Colombo and Bombay.
"KASHMIR"	9,005	17th Feb.	Marseilles, London and Antwerp.
"MALWA"	10,941	3rd March	Singapore, Penang, Colombo & Bombay.
"KALYAN"	9,144	10th March	Marseilles and London.
"DEVANHA"	8,155	17th March	Marseilles, London, Antwerp & Rotterdam.
"MORRA"	10,918	24th March	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	31st March	Marseilles and London.
"KALYAN"	9,144	7th April	Marseilles, London, Antwerp & Rotterdam.
"DEVANHA"	8,155	14th April	Singapore, Penang, Colombo & Bombay.
"MORRA"	10,918	21st April	Marseilles and London.
"MALWA"	10,941	28th April	Marseilles, London and Antwerp.
"KALYAN"	9,144	5th May	Marseilles and London.
"MORRA"	10,918	12th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS		
"TALAMBA"	8,018	8th Dec. Noon
"TALMA"	10,000	18th Dec.
"SHIRALA"	7,841	25th Dec.
"TAKLIWA"	7,906	2nd Jan.
"TAKADA"	6,949	9th Jan.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)		
"ST. ALBANS"	4,500	31st Dec.
"AKAFURA"	6,000	28th Jan.
"TANDA"	6,956	4th Mar.
"ST. ALBANS"	4,500	1st April
"AKAFURA"	6,000	29th April
"TANDA"	6,956	3rd June, 4 p.m.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hongkong, Cebu, Kolambungan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The E. & A.S.S. Co.'s Service of Steamers to London via Suez Canal.
The E. & A.S.S. Co.'s Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN		
"SHIRALA"	7,841	7th Dec. 6 a.m.
"ST. ALBANS"	4,500	14th Dec. 4 p.m.
"MALWA"	10,941	10th Dec. 4 p.m.
"KASHMIR"	7,823	10th Dec. 4 p.m.
"TAKLIWA"	7,903	14th Dec.
"TAKADA"	6,949	22nd Dec.
"KALYAN"	9,144	14th Dec.
"AKAFURA"	6,000	4th Jan.
"MORRA"	10,918	7th Jan.
"DEVANHA"	8,155	7th Jan.
"KASHMIR"	9,005	21st Jan.
"DELTA"	8,097	21st Jan.
"MALWA"	10,941	24th Feb.
"KALYAN"	9,144	5th Feb.
"TANDA"	6,956	5th Feb.
"MORRA"	10,918	17th Feb.
"MALWA"	10,941	17th Feb.
"KALYAN"	9,144	17th Feb.
"DEVANHA"	8,155	13th March
"KASHMIR"	9,005	13th March
"MALWA"	10,941	1st April
"DELTA"	8,097	1st April
"AKAFURA"	6,000	5th April

All rates are approximate and subject to alteration without notice. WILLIAMS' TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting for the carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Swimmers on London and Australian Lines are fitted with Landerlides.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MAKENZIE & CO.
P. & O. Building, Commercial Road Central, HONGKONG. Agents. [1]

BOSTON, NEW YORK & BALTIMORE

Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.		
"YANGTSE"	...	Via Suez Canal 17th December.
"OOLABADO"	...	Via Suez Canal 21st December.
"DANPA"	...	Via Suez Canal 14th January.
"OYOLOPS"	...	Via Suez Canal 28th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Passengers, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD. CANTON

CHINA NAVIGATION CO., LIMITED.

AMOI & SHANGHAI	"SUITYANG"	On 8th Dec.	6 a.m.
HONGKONG	"KWEIYANG"	On 8th Dec.	6 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	On 9th Dec.	10 a.m.
HOIHOW & HAIPHONG	"TAKING"	On 9th Dec.	Noon.
SHANGHAI	"SZECHUEN"	On 11th Dec.	6 a.m.
SWATOW, SHANGHAI & TSINGTAO & DALNY	"KANCHOW"	On 12th Dec.	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 13th Dec.	10 a.m.
AMOI, SWATOW & RINGAPORE	"ANHUI"	On 13th Dec.	6 a.m.
AMOI & SHANGHAI	"SHANTUNG"	On 14th Dec.	6 a.m.
WHEIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 14th Dec.	6 a.m.
BANGKOK	"CHINA"	On 15th Dec.	6 a.m.
SWATOW & SHANGHAI	"SINKIANG"	On 16th Dec.	10 a.m.
SWATOW, SHANGHAI & TSINGTAO & DALNY	"LUCHOW"	On 18th Dec.	10 a.m.
SWATOW & BANGKOK	"KALGAN"	On 19th Dec.	10 a.m.

SALOON PASSAGE RATES, HONG KONG to SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE and \$90 RETURN.

For Freight or Passage apply to—BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 25. Agents.

CARGO AND PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	10th December	17th December
TAIPING	8th January	14th January
CHANGTE	8th February	15th February
TAIPING	11th March	18th March

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
TELEPHONE: CENTRAL 33. Agents. [5]

DODWELL & CO., LTD.

NEW YORK BERTH.
LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
S.S. "BOWES CASTLE" ... on or about middle of Dec.

LLOYD TRIESTINO.
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUM).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.
S.S. "VENEZIA" ... Sails on or about 9th December.
M.V. "ROMOLO" ... Sails on or about 6th January, 1927.
S.S. "FIUME-L" ... Sails on or about 6th February, 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hong Kong.
M.V. "ESQUILINO" ... Sails on or about 10th December, 1926.
S.S. "VENEZIA" ... Sails on or about 7th January, 1927.
M.V. "ROMOLO" ... Sails on or about 4th February, 1927.
S.S. "FIUME-L" ... Sails on or about 4th March, 1927.

NATAL LINE OF STEAMERS
FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMZUMBI" ... Sails from Calcutta mid of December.
"UMSINGA" ... Sails from Calcutta 31st January, 1927.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above lines, apply to—
DODWELL & CO., LIMITED.

Telephone: Central 1080. Agents. [17]

DOUGLAS STEAMSHIP CO., LTD.

HONG KONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR
SWATOW, AMOI & FOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAINING ... Tuesday, 7th December, at 2 p.m.
HAICHING ... Friday, 10th December, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Bound Trip Tickets will be issued from Hong Kong to Foshan (Pagoda Anchorage), or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers.